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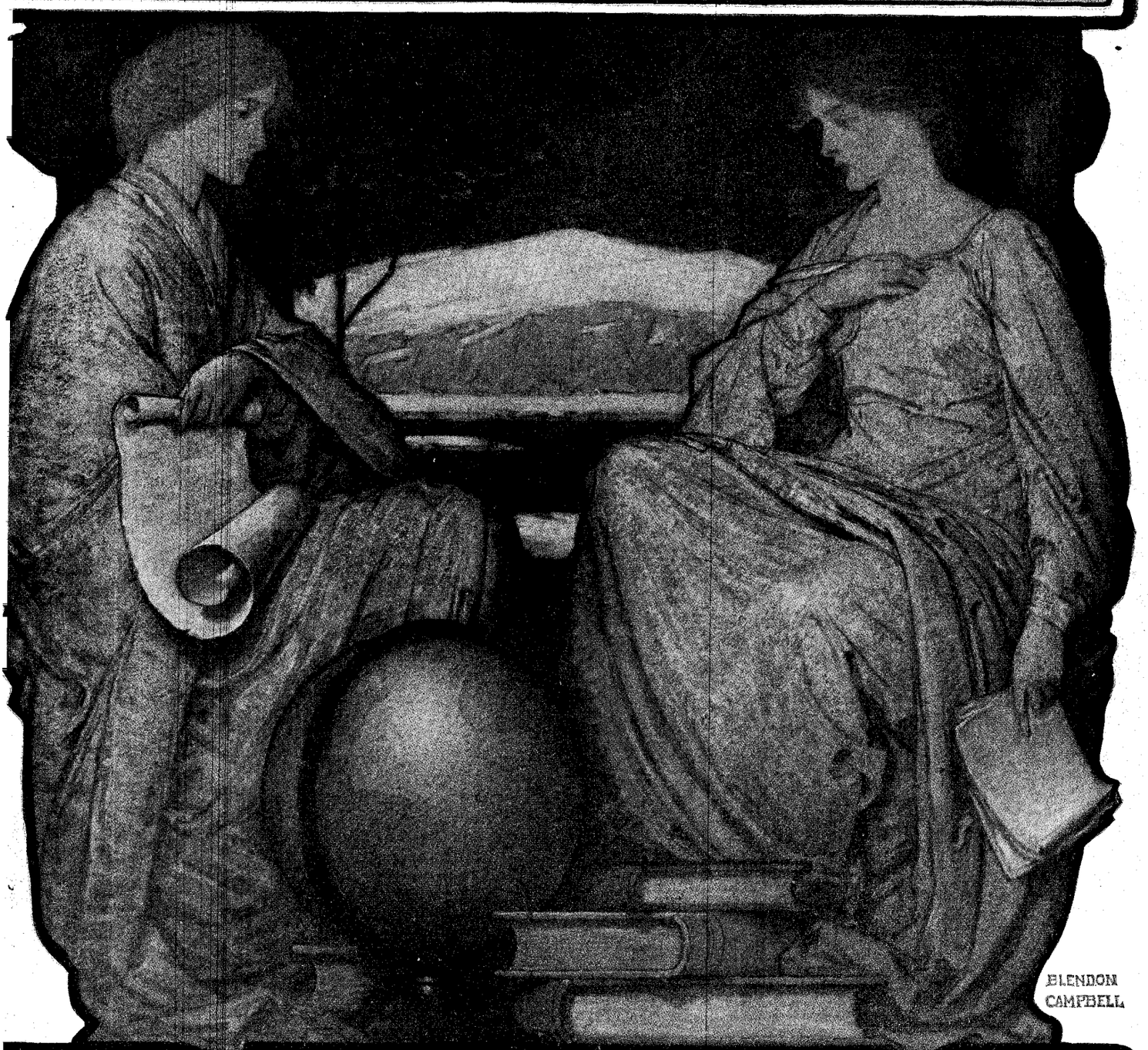

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Vol. XXXIV., No. 2. Whole No. 873 NEW YORK, JANUARY 12, 1907 Price 10 Cents

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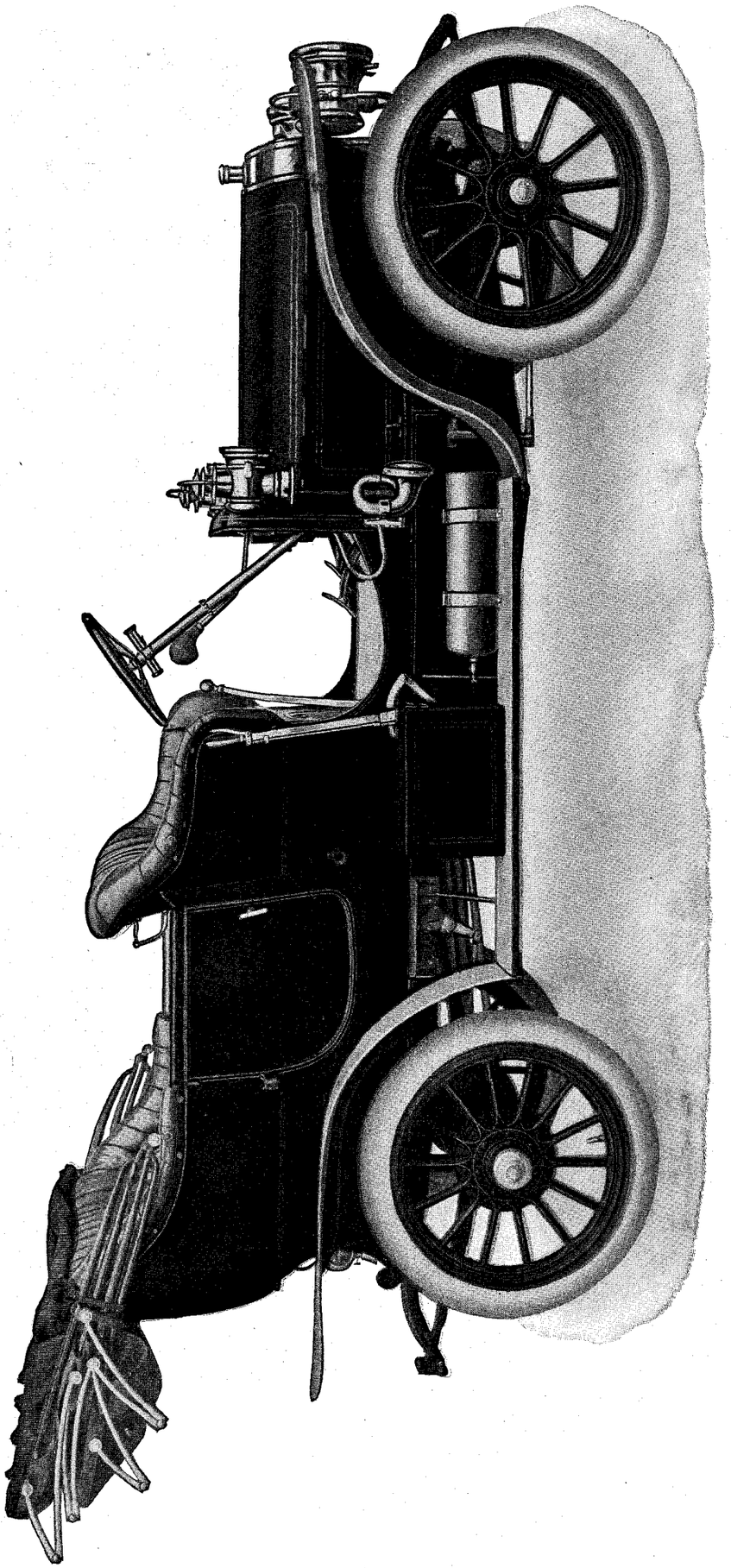

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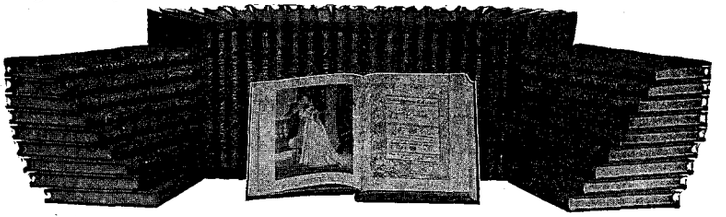

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THE LITERARY DIGEST

PUBLIC OPINION combined with THE LITERARY DIGEST

VOL. XXXIV., NO. 2 NEW YORK, JANUARY 12, 1907 WHOLE NUMBER, 873

THE LITERARY DIGEST INDEXES.

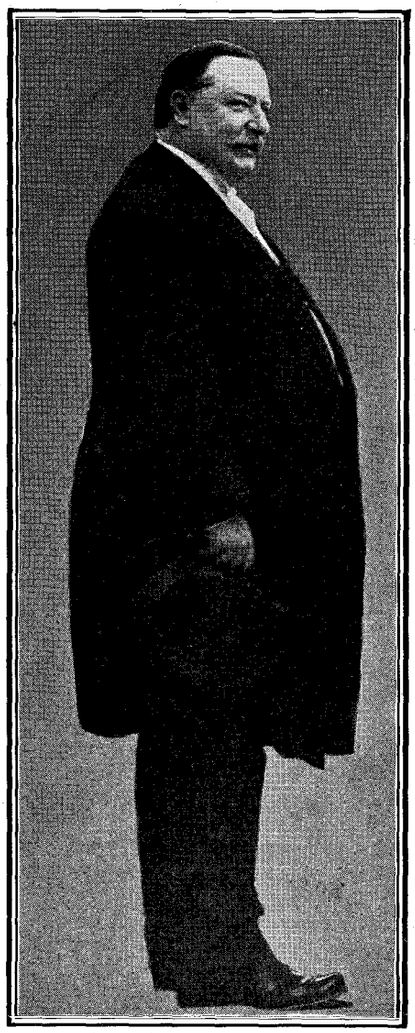
The index of Vol. XXXIII. of THE LITERARY DIGEST will be ready about January 25, and will be mailed free to subscribers who have previously made application. Other subscribers who wish to be supplied regularly with future indexes will please send request accordingly.

TOPICS OF THE DAY.

SIZING UP MR. TAFT AS PRESIDENTIAL TIMBER.

WHEN a keen and satirical critic like the New York *Sun* hails as "lovely" the words of an eminent Republican statesman in reference to his possible candidacy for the office of President, one is likely to surmise some cause of satisfaction to *The Sun* not contained in the statesman's original intention. But this time the adjective as applied to the statement of William Howard Taft is evidently bestowed in a spirit as free from guile as that attributed to Mr. Taft himself. "Nothing in this line more direct, more suave, more human, and more winning has ever been put forth by any possible candidate for President during his period of mere potentiality," asserts *The Sun*, which goes on to say: "If we are not mistaken, the American people is in an uncommonly receptive mood for statesmanship in which energy is refined by modesty, and sincerity is not destitute of the sense of humor." Secretary Taft's published statement is as follows:

"For the purpose of relieving the burden imposed by recent publications on some of my friends among the Washington newspaper correspondents of putting further inquiry to me, I wish to say that my ambition is not political; that I am not seeking the Presidential nomination; that I do not expect to be the Republican candidate, if for no other reason, because of what seem to me to be objections to my availability, which do not appear to lessen with the continued discharge of my official duties; but that I am not foolish enough to say that in the improbable event that the opportunity to run for the great office of President were to come to me, I should decline it, for this would not be true."



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MR. TAFT IN A RECEPTIVE MOOD.

Aside from a personal quality in these words which prompts a certain cordiality of tone in the general press comment, regardless of party lines, they attract attention as the first public utterance of any prominent available Republican concerning the use of his name as a candidate for the Presidential nomination in 1908. Almost simultaneously Mr. Bryan indicated his own attitude of blushing consent by the pronouncement that "such a high honor as the Presidential nomination is something that no American citizen should decline." About the same time a "Third-Term Club" was organized in Chicago to boom, willy-nilly, the renomination of President Roosevelt.

Secretary Taft, remarks the Florida *Times-Union* (Dem.), is the most tactful man in American public life, and one of the ablest; and it adds: "If the President adheres to his determination to not accept another nomination, Secretary Taft would be the only candidate now, even measurably in harmony with his party, who could get the vote of that element of the party that applauds Mr. Roosevelt for his digression from beaten Republican paths." The Louisville *Courier-Journal* (Dem.), while granting to Secretary Taft many qualities fitting him for the highest position, points out that his chances of receiving the nomination are greatly diminished by the hostility of Senator Foraker. The New York *World* (Dem.) thus explains the reference to "objections to my availability which do not lessen with the continued discharge of my official duties":

"First, of course, is the corrupt Foraker-Dick machine in the Secretary's own State, which will exert all its power to send an anti-Taft delegation from Ohio to the next Republican Convention. Next are the remnants of the old Hanna organization, which are already preparing to round up the negro delegates in the South against any 'Administration candidate.' This is a piece of political strategy which is only a matter of finance. Then come the stand-patters, who regard Mr. Taft's tariff views with horror. Last are the corporation elements in and out of the Republican party which hate Mr. Roosevelt and distrust his Secretary of War. They will naturally throw themselves on the side of a 'safe and sane' candidate.

"This is the sum total of Mr. Taft's unavailability. On the other side of the ledger is an honorable career as a just and upright judge; a brilliant record as an administrator in the Philippines; a respectable service as Secretary of War; a reputation for great tact, for exceptional ability, for unimpeachable integrity, and for intelligent radical sympathies tempered with a saner judgment than Mr. Roosevelt usually displays."

Why, asks the New York *Times* (Dem.), should the faithful discharge of his official duties lessen his availability? In ordinary business, this paper remarks, the chances of a man's promotion would be in the ratio of his good work. Mr. Taft has been tried, and severely tried, and he has not been found wanting, says the *Times*. Called from the bench, where he had

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Entered at the New York Post-office as Second-class Matter.

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given excellent proof of his soundness and ability as a lawyer and a judge, he has been entrusted first with administrative duties of the most difficult and perplexing nature in our dependencies and subsequently in the department chiefly responsible for these dependencies. It goes on to say:

"In this considerable and conspicuous service he has demonstrated in a very remarkable degree not only executive capability, but originality, fertility of resource, grasp of mind, penetration, and scope of judgment, practically all the qualities the nation would require in its Chief Executive. In a republic where manhood suffrage prevails, and the people are free to choose their President according to their own view of what they need, what stronger proof of availability could a man give than such a career?

"Yet Mr. Taft is unquestionably accurate in his estimate of the effect of his performance of his duty on the chances of his receiving a nomination. The reason is not far to seek. He has made enemies of those interested in the favors distributed under the protective tariff. He has arrayed against him all the 'stand-patters' of the land from the least to the greatest. Not that he is opposed to the principle of protection. He is not. He is an avowed protectionist, but he has exprest his belief in the wisdom of a revision of the tariff, and he has advocated the emancipation of the trade of the outlying portions of the United States with our Continental markets from the burdens imposed on foreign commerce. He has urged the justice of treating peoples whom by force we have compelled to acknowledge the sovereignty of the United States as if they were not subjects of an alien government. For these views the beneficiaries of the tariff will never forgive him, and as they are compactly organized, active, and persistent, they can interpose opposition to his nomination at the most convenient point, and their opposition may be insuperable. This is why the objections to his availability do not seem to lessen with the continued performance of his official duty. The better he performs that duty the more stubborn will be the opposition."

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A PRESIDENTIAL POSSIBILITY.
Secretary Taft, at the age of three.

The American people, says the New York *Evening Mail* (Rep.), love "straight talk" and contemn "the crooked tongue." For that reason, whatever may be his chances of the Presidency, Americans are pleased for the moment "by the manly frankness of a statement thoroughly typical of Taft." *The Press* (Rep.) of the same city remarks: "When by calling attention to his own faults he both baffles his critics and makes his imperfections attractive to those who were not his foes, he has lacked neither in generalship nor diplomacy." It adds the suggestion that "further confessions of obstacles to his availability might help him more; let him call attention to the fact that he once robbed a hen-roost." "He is just the man for President," exclaims the Ohio *State Journal* (Rep.); while the Hartford *Courant* (Rep.) asserts confidently that his nomination would mean his election. The Pittsburg *Gazette-Times* (Rep.) reminds us that Secretary Taft "is not yet fifty years of age and is a man of tremendous vigor."

THINGS THAT WILL MAKE 1906 MEMORABLE.

LOOKING back from the threshold of 1907 down the vista of the past twelve months the press recognize that the year from which they emerge, altho conspicuously devoid of the pomp and panoply of war, was a period crowded with moving and dramatic incident. The spectacular features in the retrospect, they find, must be credited to the forces of inanimate nature rather than to any activity of man. Thus the eruption of Vesuvius, the terrible destruction wrought by earthquakes in California and in Chile, and the wholesale obliteration of life by the monsoon which swept Hongkong harbor are among the incidents which stand out in lurid relief. In the world of practical politics, say our newspaper commentators, 1906 registered notable gains for the principles of democracy. It has been called "the year of parliaments," since it recorded the birth of the Russian Douma, the formulation of a constitution for Persia, and the promise that even China is definitely feeling her way toward some form of representative government. For the United States it has been a period of dazzling and amazing prosperity. Such, at least, is the almost universal verdict of the press, a verdict based in the main on comprehensive official statistics. Thus we learn that for the first time in the country's history our total commerce exceeded $3,000,000,000, with $600,000,000 excess of exports over imports. Treasury figures show a surplus of $25,000,000, as compared to a deficit of $8,000,000 a year ago. *Bradstreet's* estimates that the probable increase in general business, embracing both farm products and the industrial output, was 10 to 12 per cent. over that of 1905, which was itself a record year. The wealth of the nation, says the New York *Commercial*, grows at the rate of $12,000,000 a day. Some unusual economic features of the past year are indicated by the Springfield *Republican*:

"Immigration has been enormous, yet the labor supply of the country has fallen far short of the demand. The farms on the whole have yielded unprecedented crops, yet the consumption of products has been so great as to prevent a serious decline in farm prices. The factories have worked to their full capacity, yet have been unable to keep up with the demand. The mines of copper and iron and other useful metals have greatly increased their output, yet consumption has been greater and forced higher prices. The railroads have expended enormous sums of money upon enlarged trackage and additional rolling-stock and other facilities, yet have been overwhelmed by the great volume of additional business thrown upon them. And finally there has been a further great addition to the money volume and the extension of credit, yet such has been the demand upon credit and floating capital as to create a persistent stringency in the money market extending nearly over the whole year and establishing a higher average of interest rates than has been known in two decades or more."

In the face of all the rejoicing and gratulation *The Financier* (New York) raises its voice against our wasteful use of credits, or, rather, "our national neglect to take advantage of the bases on which credit is built." Thus we read:

"The record of the year now closing is little less than disgraceful, so far as this particular feature of the money market is concerned, and if nothing better can be anticipated in the future, America might as well abandon for all time to come the idea which many of our bankers have advanced—that some day she would be, through her chief commercial city, the money center of the world. So far from having made any real progress in that direction, the United States is the only nation on earth to-day where the spectacle of wild fluctuation in money rates is presented daily, where the public Treasury is begged to come to the assistance of an unscientific banking system. . . . When reform starts, the Government should lead the way. The spectacle of frenzied bidding of twenty, thirty, and even fifty per cent. for money in the chief exchange mart in the second largest city in the world, and the national feeling that the prosperity of eighty-four million people rests at times on the arrival of a few kegs of gold from abroad may then give way to a more rational view of affairs financial."

In the mining world the year has been one of great activity, new

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fields having been opened up in many sections of the country. Statistics show that for the first time a year's production of gold in the United States passed the $100,000,000 mark. In reviewing

SPEEDING THE PARTING GUEST.
—Bradley in the Chicago *News*.

the railroad situation Mr. Ray Morris, editor of *The Railroad Gazette*, says:

"The friction between railroad and people at the close of 1906 is nothing like as severe as it was in the Granger States thirty years ago, but it is undoubtedly more wide-spread. Wisconsin, in the seventies, passed laws so rigid that they retarded her economic development and frightened away capital during their short life prior to enforced repeal. Whether the country at large need fear such experiments in legislation is a question still unanswered.

"From the standpoint of internal railroad prosperity, 1906 has left far behind the records of the best previous years. The great gains in earnings, both gross and net, have followed some eight years when earnings have been freely applied to betterment work, east and west. As a result, dividend increases, special gifts to shareholders and new high records for almost all the stocks on the list have characterized the year. . . . It may fairly be said, at the beginning of 1907, that the railroads of the country are enjoying a state of armed honesty, which should go far toward allaying not only actual abuses, but much of the mutually unfortunate misconceptions of the past few years."

The President, says the New York *Tribune*, has dominated the American scene during the past year. Thus:

"The President has dominated the American scene. On the one hand receiving the award of the world's peace prize from a subarctic realm in an alien continent, on the other destroying a vain superstition and setting a new precedent by personally visiting a foreign land in the American tropics, he has lavished his opulent efficiency of mind and body upon his own country and has left the unmistakable impress of his vigorous personality upon its most momentous achievements. . . . It was a busy and fruitful year in national legislation, and the President wrote between the lines of many of the laws, in addition to signing his name to them. Conspicuously may be recalled the laws dealing with railroad rates, with the inspection of meats, with the determination of the plan of the Isthmian Canal, with the reform of the consular service, with the protection of food and drugs from adulteration, with the removal of tax from alcohol used in the arts, with the reform of the naturalization system, and with the admission of Oklahoma into statehood. Apart from the national capital, the story of the year was filled with interest. The business world was profoundly concerned with the aftermath of the insurance investigations in New York, with the exposure of corporate lawbreaking in various States, and with the action of the Federal Department of Justice toward such lawbreakers."

The same paper, glancing over the world-wide stage, tabulates the following non-political events which we have not already mentioned:

"The year saw the opening of the Simplon railway tunnel and the completion of English railroads from the Nile to the Red Sea and across the Isthmus of Tehuantepec. Peary got nearer to the north pole than any of his predecessors, Amundsen completed the navigation of the Northwest Passage, Harrison and Mikkelsen engaged in explorations of the Beaufort Sea, Barrett and Huntington explored the Takla Makan Desert, and the Duke of the Abruzzi scaled Ruwenzori and Dr. Cook Mount McKinley, the highest peaks of two continents. The annals of sports for 1906 include the fastest time ever made in the classic Derby race and a record of fine American achievements in the revived Olympic games. More was done, probably, in 1906 than in any other year since Montgolfier's time to persuade men of the practicability of aerial navigation. Astronomers observed extraordinary activity in sun-spots and discovered half a dozen comets."

The New York *Journal of Commerce*, in making its review, is confronted by three disagreeable reminders of "our national impotence" in spite of our will to play our part in "the growing solidarity of nations." On this point it says:

"1. We have been compelled to recognize our inability to conclude with any other industrial nation a treaty involving the principle of commercial reciprocity, and we are thus condemned to a helpless drift into tariff warfare with the nations of Continental Europe. 2. We have confest the task to be too much for us of granting to our great insular possession, the Philippines, a simple measure of economic justice and have exhibited before the world the spectacle of a nation of 80,000,000 of people, possessing the highest standard of industrial efficiency, trembling at the possible consequences of the competition of an aggregate of 8,000,000 of imperfectly civilized tribes whose productive capacity is of the lowest. 3. We have found it impossible to compel the public authorities of one of the great cities of this Union to pay a decent regard to the treaty obligations of the United States which the Constitution declares to be the supreme law of the land and have merely become more conscious of national ineptitude when the Mayor of that city, amid the applause of an audience composed of the representatives of labor-unions, defied the authority of the General Government and heaped insults on the subjects of a friendly power. Between the tyranny of organized capital and the tyranny of organized labor the dictates of national conscience

AWAITING THE ANNUAL CONSIGNMENT.
—Macauley in the New York *World*.

have as little chance of being heeded as the dictates of national self-respect. With disabilities so glaring it would be absurd to expect the United States to play the part among nations to which the intelligence and capacity of its people fully entitle it. . . . We

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can help the solidarity of the world but little while the solidarity of the Union remains so much open to question."

The New Orleans *Picayune* publishes some interesting data in regard to the year's lynchings, of which seventy-two are recorded. We are told that in Louisiana one man was hanged for stealing a calf and another was shot for stealing a silver dollar. One was lynched for carrying a pistol, another for "disorderly conduct," and thirty for murder or attempted murder. These facts lead the New York *Tribune* to remark that "the justification of mob methods so often advanced—that they are employed only to avenge crimes against women—falls to the ground."

From the figures of the Immigration Bureau we learn that 1,186,406 immigrants arrived at the port of New York during the past year. This is estimated as 80 per cent. of the immigration for the entire country, and is an increase of more than 200,000 over 1905. Statistics issued by Dr. Darlington, Health Commissioner of New York, show that the marriages and births in that city during the past year break all records. Dr. Darlington attributes this fact to "prosperity and Roosevelt."

CHINA IN THE BREAD-LINE.

"ONE dollar will save a life in China," says the Des Moines *News*, indorsing the President's appeal for aid from this country for the 15,000,000 of starving Chinese. The Chicago *Tribune* explains that "one dollar will go as far to support life in China as ten here," adding a strong plea for generous contributions, or at last small contributions from many. "Give yourself this bit of self-indulgence," it urges—"the luxury of saving a life." That our people have not responded more promptly to the call is explained by this paper as the result of the very magnitude of the figures representing the distress. The relief of a famine-stricken mass of 15,000,000 persons seems to us almost hopeless. To overcome such a state of mind *The Tribune* offers this recommendation:

"To enter into the spirit of the President's appeal for aid for starving provinces in China let the range of vision be limited. Let each well-fed American look around his own family circle and say: 'Across the Pacific Ocean there is a family made up just like my own. There are the aged parents, the dear wife, the bright boys, and the sweet girls, the little helpless baby. And not one of them has anything to eat but grass, or roots, or bark of trees. They are growing weaker daily. The husband and father has worked hard, but now he has neither work nor strength. Something ought to be done for these people. There may be others, too, who need help, but the most I can do is to help this one family, and that I will do.'"

The Christian Herald (New York), which is receiving contributions for the relief work, presents the urgent need of immediate aid. From an appeal of the missionaries published in the *North China Daily News* it reprints this, showing the condition of the suffering country:

"Owing to unprecedented heavy rains during June, July, August, and part of September a large part of the northern districts of Kiangsu and Anhui provinces was flooded. The flooded districts cover 40,000 square miles, supporting a population of 15,000,000. None of the crops have been gathered. All the necessities of life have already (November 1) doubled in price. Thousands of houses have been destroyed. Thousands of people are already living on one meal a day, and often this meal is composed only of gruel and sweet-potato leaves. Tens of thousands have left their homes to beg elsewhere. Some throw their children into the water and then commit suicide. Many are selling their children for almost nothing. The farmers are selling their work animals to buy food and have no wheat to plant for next year's crop."

Many of the Chinese who can are already doing their utmost for the aid of the famine-stricken, but others of the Chinese officials are represented as worse than indifferent to the sufferings of their poorer countrymen. From the letter of a missionary *The Christian Herald* quotes: "'Let them die,' said a mandarin to one of our missionaries. 'We have too many of such creatures in China.'"

In charge of the relief funds is the Chinese branch of the Red Cross organization, and contributions sent to local or national branches in this country will be immediately forwarded and applied to do the greatest good possible. The offer of E. H. Harriman to put at the disposal of the Red Cross Society the free services of his San Francisco and Portland steamship lines for the transportation of supplies to Shanghai and Hongkong has been accepted by Secretary Taft, president of the American National Red Cross. Through the branches of the society efforts are being made to supply cargoes for the vessels. In view of the unpleasant relations between this country and China, arising out of our exclusion law and their frequent boycotts of American products, the Tacoma *Ledger* remarks that "it will be worth while to improve the present opportunity for charitable aid, if for no other reason than to show that Americans are broad and liberal enough to forget such international friction."

For many other reasons, says the Philadelphia *Telegraph*, "the response of our people should be instantaneous and generous." To quote:

"We have been blest in basket and store beyond all precedent, and now we are well able to reach a helping hand across the sea where men, women, and children are perishing. This is an opportunity to make a thank-offering corresponding with the favors we have known. Freely we have received, freely let us give. The need is desperate, but, thanks to the limitless wealth bestowed upon us, we can meet it, if not fully, yet in great measure. A comparatively trifling tax on our superabundant riches may be enough to save millions of lives. The President points the way—a safe way, a sure way, and a speedy way. The Government of these United States will see to it that whatever is given shall be conveyed directly to the point of sorest need by the quickest means of conveyance. It only remains for our people to give, each according to ability, and the great charity can be made effective by cable on the instant."

TO INCORPORATE THE INDIANS.

TO better the condition of our Indians, Commissioner Leupp advocates less government supervision and more independence for the various tribes. To this end he suggests the organization of those tribes having money and lands into joint-stock companies for the administration of their common estate—"a plan so simple," remarks the Boston *Transcript*, "that the only surprize is that it has not been broached before." A specific application of Mr. Leupp's scheme is advocated in a bill soon to come before Congress, say the Washington dispatches. This bill, it is stated, applies the Indian Commissioner's suggestion to the coal and asphaltum lands of the Choctaw and Chickasaw tribes in the Indian Territory, lands estimated to be worth from $100,000,000 to $200,000,000. It is said to have found official favor. To quote the words of Commissioner Leupp's annual report, the workings of this proposed arrangement would be somewhat as follows:

"Suppose, by the way of illustration, that a tribe has $1,000,000 in the treasury, 1,000,000 acres of agricultural land, and mines which pay royalties of $100,000 a year. For hypothetical purposes we may suppose the tribe to number 1,000 souls. Now, let a census be cast on a certain date—say January 1 next year—and to each person on the roll let there be issued one share of stock in the tribal corporations already organized. That stock at the outset would represent $1,000 in cash, 1,000 acres of land, and $100 of annual royalty. The mixed property would be no greater in the aggregate than before the act of incorporation."

Various provisions would be made to protect the Indians from unscrupulous outsiders, as, for instance, by naming the Secretary of the Interior as the perpetual treasurer and transfer agent for

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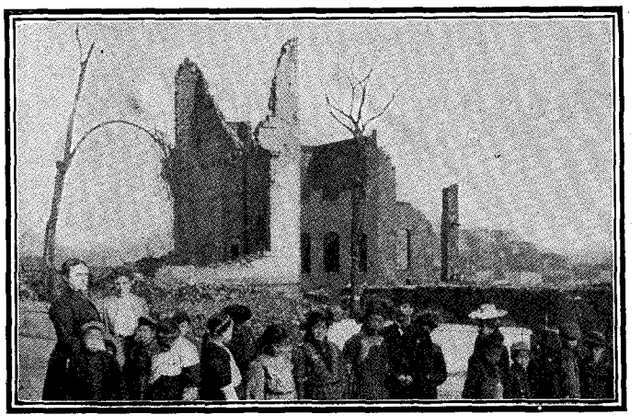
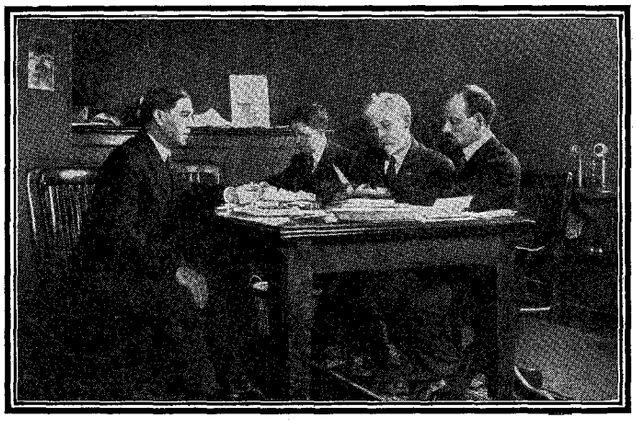


Courtesy of the San Francisco "Post."

PUPILS OF THE ORIENTAL SCHOOL.

There is only one Japanese in the group, the Japanese consul having quietly boycotted the school after the Board of Education entered its order. The balance of the pupils are Chinese.



Courtesy of the San Francisco "Post."

THE SAN FRANCISCO BOARD OF EDUCATION.

These men are standing out against the combined diplomatic ingenuity of the United States and Japan. They are, from left to right: David Oliver, Jr., Secretary E. C. Leffingwell, Thomas F. Boyle, and President Aaron Altmann.

AT THE STORM-CENTER IN SAN FRANCISCO.

the several corporations. Commissioner Leupp would not, however, deprive the Indians of responsibility in administering their affairs. On the contrary, he suggests for the directorate, to quote again from his report, that "it might be well to induct also a certain number of the Indians themselves, for experiments certainly warrant the belief that the more advanced and intelligent members of the tribe would forge to the front as its representatives in such a transaction."

Favorable comment upon the plan appears in the Boston *Transkript*, already quoted. "By this means," we read, "the Indians could secure what interest they have in the land at present, and they would learn gradually that its value increases by thrift and waiting. All that they would miss is the Government's relation of special providence to them—an unhealthy and delusive dependence." The idea that more responsibility would add to the Indian's stability, and in consequence to his value to the country, is also emphasized by the Cleveland *Leader*. The advantage to the Indian himself is thus treated by this paper:

"It would have the effect of placing the business affairs of the Indians on the same plane with the business of the rest of the country. Their holdings would probably be managed more profitably. The existing opportunities to cheat the Indians out of their property would be practically done away with. Through the operation of their corporations they would receive a valuable schooling in business methods."

The Philadelphia *Telegraph* agrees that by shifting the management of the Indians' affairs to the Indians themselves the Government would be relieved of responsibility, but it questions "whether the Indians would make successful managers of corporations." A similar doubt is more strongly exprest by the Brooklyn *Eagle*. Hailing the proposed corporations as a sort of "Utopia, Limited," this paper inquires into the ability of the Indians to make a reality of the ideal. In conclusion it states: "The capacity of the Indian for civilization is the question that remains. He has taken kindly to rifles and bad whisky and poker-chips. Is his mind yet fitted to tackle corporation chicanery? *The Eagle* has its doubts. Mr. Leupp is an optimist, as well as a comic-opera connoisseur." The Washington *Post* sees yet another difficulty. We read:

"Would the Choctaw-Chickasaw Coal and Oil Company, presided over by the President of the United States and his Cabinet, be permitted to do things which all other corporations insist that they must do if they are to survive competition? Would the company make its quiet little deals, and steal a march on rivals, and maneuver for cars, and overcharge its customers, and display the usual enterprise of a coal and oil company? If it should, the center of its activity would be the White House.

"How does the bill propose to adjust the conflicting duties of the man who may be called upon to act as President of the United States and president of the Choctaw-Chickasaw Coal and Oil Company?"

REAL ATTITUDE OF THE PACIFIC COAST TOWARD THE JAPANESE.

A CANVASS of the Pacific coast press, prompted by statements of the Seattle *News* to the effect that "the majority of the thoughtful people of California are not in sympathy with the agitation of the demagogs of the cities against the Japanese," and that "no part of the State of Washington or of Oregon, which exceed in area and population the State of California, have any sympathy with the foolish agitation of the San Francisco people against the Japanese," leaves us between the horns of a dilemma. It seems that we must either believe that the "thoughtful people" of the Pacific coast are not represented by the press of that section, or that *The News* is mistaken in its diagnosis of public opinion. The Tacoma, Wash., *Daily News*, it is true, protests that it has not shown sympathy with any demagogic agitation against the Japanese. But it adds that it is not convinced that the disturbance in California is due to demagogic agitation. The Pacific coast, it asserts, "would not close the doors to the Japanese, nor drive them from the country." Nevertheless, we are assured, "it does and will refuse to set these people on any pedestal"—a determination which "no presidential order shall change." The Los Angeles *Times* also refuses to join the hue and cry against the Japanese, taking a rap instead at Mayor Schmitz. Alluding to the latter's declaration that he would, if necessary, "lay down his life" in battle against the Japanese, *The Times* remarks:

"It is a notable fact that his Honor has never laid down anything of value. His promise, however, would almost reconcile any one to a war with Japan. His Honor has probably merely discovered some place in Japan that the extradition treaty doesn't cover, and is willing to go for that purpose."

It claims, moreover, that "California could utilize the services of 100,000 Chinese and Japanese at the present time more easily than 10,000 twenty years ago"; and adds that "we need the Japanese as workers, but not as voters." In a canvass of fifty leading coast papers, however, these three are the only ones we find expressing such views. Most of the coast press display uncompromising antipathy against Japanese aggression and competition, against the President, and against Secretary Metcalf for his "disloyal" report. The latter is admonished by one paper to "stick by the President, who can give him a job," because "he could get nothing

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from the people of his own State." The San Francisco *Chronicle* even hints at secession, saying:

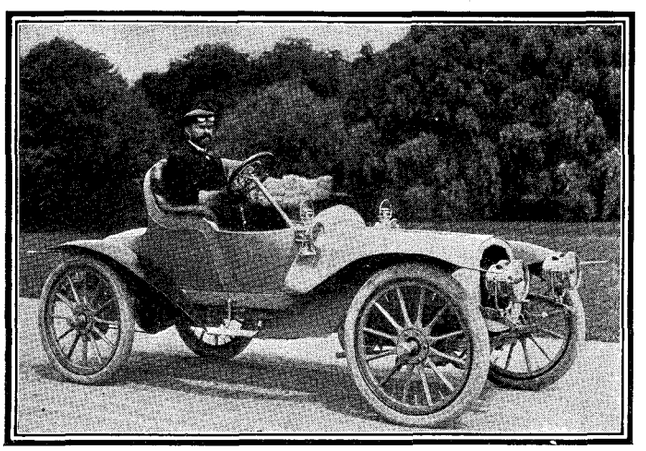
"When oppression takes the place of protection, the spirit of loyalty takes flight; when the Constitution comes to be regarded as an instrument which commits power to the more populous section of the country to coerce a less populous section in respect to matters reserved for local control, the years of the Republic will be full of trouble, and will probably be few."

Town Talk of San Francisco is willing to enlighten President Roosevelt as to the true nature of the Japanese. It says:

"He might feel that his estimate of them should be revised if he learned that here in California they have taught us to think well of the Chinese by forcing upon us a comparison through which we perceive how inferior in character and all the qualities that make for manliness are the representatives of the Mikado's realm. If the Chinese are no longer despised in California that circumstance is largely due to our sympathy for a people who, through neglect of the art of war, have been humiliated by so despicable a race as the Japanese. And yet the Chinese we have met are not of the highest type. Whereas the Japanese that come to our shores are, it is well known, fairly representative of the manhood of their nation."

THE AUTOMOBILE IN THE UNITED STATES.

AMONG the indications of the "alarming" national prosperity which has filled Secretary Shaw and other eminent citizens with vague misgivings THE LITERARY DIGEST recently mentioned the remarkable activity of the automobile manufacturer in



AN ODD TYPE OF RUNABOUT.
The runabout, which has many styles, is the only class of American automobiles sold abroad.

the United States during the past year. But nevertheless many of our readers will probably be surprized to learn—on the authority of Mr. M. C. Krarap, a writer in *The World's Work*—that we use more automobiles than any other country, 200,000 of these vehicles, ranging from the electric-truck to the motor-cycle, being in service within our borders at the present time. We are likely to forget, also, how very much of a newcomer among vehicles the motor-car really is. Mr. Krarap reminds us that it was only twelve years ago that the first convincing type was produced. He estimates the capital now invested in automobile-building in this country at about $67,000,000, and puts the total valuation of the industry to date, in rough figures, at about $275,000,000. "Yet to buy and operate all the automobiles in the world," he remarks in an interesting aside, "would cost less than one-fourth of the amount spent for alcoholic liquor in the United States in one year." To quote further:

"But the automobile is at present measured in sentiment, not in money. It promises more than it has achieved in utility; but it has done much more than it promised in other respects. Road-building, the unification of city and country, the industrialization of agriculture, school reform, the centralization of retail business by the expansion of its zone, the upbuilding of international amity, the reconstruction of war-and-peace conditions, the extension of the boundaries of science—these are but a few of its far-reaching results. . . . . .

"America ranks all other countries in the number of automobiles made and the number in use. Government statistics show that 21,306 pleasure-cars and 1,441 trucks and delivery-wagons, valued at $26,600,000, were produced in 1905. The year 1906 is credited with 25 per cent. more manufactured and with 80,000 machines in use. The exports in 1905, $2,500,000 were almost exclusively small machines and electric-carriages. In contrast, the American exports of bicycles reached $7,000,000 in 1898. Most American makers of automobiles have not had time to think of exportation as yet. They number 140, but there are 500 manufacturers of automobile accessories."

REBELLION AGAINST FATAL RAILROAD MISMANAGEMENT.

TURNING from the appalling statistics of last year's railroad accidents to the current news of the press with its fresh records of disaster, American opinion no longer blinks the fact that an intolerable situation exists. While accidents due to defects in track, roadbed, and rolling-stock grow yearly less, collisions show an increase during the past five years which culminates in the ghastly record of 1906. The rear-end collision on the Baltimore & Ohio near Washington on December 30, which made "a shambles of railroad passengers almost under the very eyes of Congress," has apparently done more than any other accident to change the public attitude from one of futile exclamation to an active demand for reform. As a result the block system in general, and this and other accidents which have occurred under the block system, are now under investigation by the Interstate Commerce Commission; and a resolution has been introduced in Congress calling for Federal investigation into the causes of railroad wrecks. The public is determined, affirms the Chicago *News*, that the number of needless railroad accidents shall be lessened. "Unless our railroads improve the situation the authorities will be compelled by popular clamor to take the matter in hand," asserts the New Orleans *Picayune*. It is expected that the Interstate Commerce Commission's investigations will lead to drastic legislation. Says the Washington *Star:*

"What is wanted and what the people will not be satisfied until they get is a thorough reformation of methods and a complete overhauling of devices, to insure safety in the future. The lives sacrificed on Sunday to gross personal carelessness or incompetence or to corporate indifference to public safety should not be wasted. Their loss should result in action that will strike at the root of the matter and insure a system of safeguards that will act as a reliable check upon human shortcomings."

The tone of the Chicago *Journal*, which discusses the accident under the heading "Another Crime on the B. & O.," is indicative of the attitude of a considerable portion of the press. The New York *Evening Journal* begins its editorial comment with an apology for treating so trite a topic as a railroad wreck. "It is a shame to keep talking about the same thing," it says; "but you all travel; it may be your turn next." It adds:

"These murders of human beings happen because the railroads, to make dividends upon watered stock, insist upon working men such long hours that they can not keep awake, can not retain the vigilance necessary to protect the lives of those that depend upon them.

"And these accidents happen, above all, because the railroads will not spend the money for a block system, or an automatic setting of air-brakes, such as they have in other countries, that would make accidents of this kind absolutely impossible."

Other explanations are offered from various quarters. It is pointed out that the block system of signals is now in operation

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on about one mile of track in five; that some of the most appalling disasters, including that on the Southern Railroad on Thanksgiving Day and the Baltimore & Ohio wreck, have occurred on lines which long ago adopted the block system, and that these accidents were due to the tendency of engineers, when behind time, to "take chances" and ignore the signals. Others say that the engineers and the dispatchers are often worked overtime until through lack of sleep they are in a dazed and incompetent condition—with the natural result. In any case, "railway administrators should understand that these incidents are getting on people's nerves," admonishes the New York *Times*, which goes on to say:

"It is to be noted that no defect of the block system is blamed for these killings. On the contrary, it is its perfection which causes the trouble. If the signals were obeyed they would impede traffic, and risks are taken to move the trains. It was just so in the Grand Central tunnel when engineers ran past signals clouded by fog and steam until public patience was exhausted, and their railway had to make the necessary improvements. These burnings and manglings which are happening upon one great railway after another with entire impartiality are having a similar effect upon the passenger business of the continent. The railways, in public opinion, must do less business, or do it at a smaller cost of life, whatever means they adopt to that end."

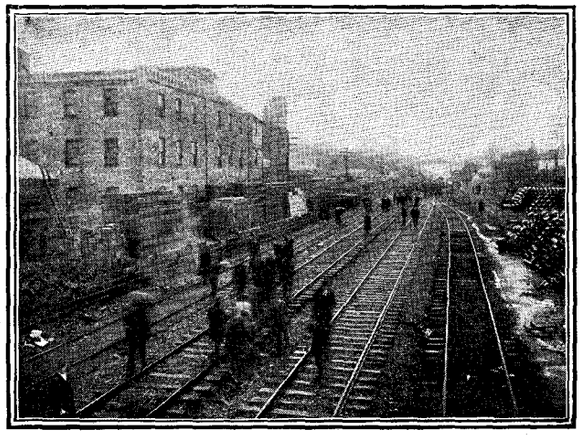
To quote the New York *Journal of Commerce*:

"The railroads frequently make a merit of their adoption or extension of the block system, but this is a good deal like passing or amending laws to correct some evil or effect some desirable purpose. The appliances do not accomplish their object without an efficient and constant application, any more than laws will accomplish their purpose without persistent attention to their execution. Signal and switching appliances may fall into neglect and be allowed to get out of order or there may be lack of competency or of discipline on the part of those set to work them, which will render them useless just when the exigencies against which they are provided call for their sure application; or on account of lax rules or negligence or other fault of operators and engineers such appliances may prove futile. We have had conspicuous instances of all these causes of accident. . . . . .

"These numerous accidents are not of the unavoidable kind, and responsibility should be clearly fixt somewhere. They seem to have multiplied with the congestion of traffic on the railroads. They are probably in part due to efforts to 'rush business' on the lines or to avoid delays, but there is no excuse for haste that disregards safeguards for life and limb. There may be a lack of sufficient trackage, of double tracks, sidings, and switching facilities. There may be inadequate equipment for the rapid dispatch and delivery of traffic. There may be faults in management, in the distribution of cars, and in the movement of trains. These deficiencies may lead to a nervous haste in the details of operation, but they should not be permitted to induce negligence or disregard of safety appliances or failure to adopt and use them. There may be gain in taking chances, but it is sought at the risk of great peril to life, which no corporation has the right to take or should be permitted to take with impunity. . . . It is to be feared that more attention has been given to dividends and increased value of stocks than to providing for safe and expeditious operation. . . . It will not do to put the responsibility more heavily than it may be deserved upon signal operators, engineers, or station and train men. Carelessness or negligence on their part should not be tolerated or leniently dealt with when the blame is theirs. But we should be sure that they are not instructed or required to take these chances in the dispatch of business, or that so much is not put upon them that they are constrained to do it under the risk of losing their places if they do not. There is something deplorably wrong in a railroad operation that involves such frequent and disastrous accidents. Let us know what it is, and hold those to account who are really responsible and thereby induce the utmost care and attention to the essential matter of safety in our railroad transportation."

"Is the American railway manager competent?" asks the New York *World*, which answers its own question with the assertion that "if the testimony of the stock-ticker is taken as final his right to his laurels is indisputable," but "in the matter of the physical management of railway properties his record is not satisfactory." It adds:

"Occasionally, as in Cincinnati recently, a minor railroad employee overburdened by responsibility kills himself. Evidence of a similar sensitiveness to moral obligation in the executive offices of a railroad has not so far been forthcoming. Yet it is there and not in the switch-tower or the engine-cab that the vital weakness lies which makes the past year's record of railroad operation in the United States one of unparalleled inefficiency."



SCENE OF THE REAR-END COLLISION AT TERRA COTTA.
In this collision thirty-eight passengers were killed outright and about a hundred injured.

That the public's concern about the perils of railroad travel is not without foundation may be gathered from Dr. Josiah Strong's recent statement that more lives were sacrificed by the railroads of America last year than were levied from both sides by the Boer war in three years. And Mr. James J. Hill's alleged statement to a Cabinet officer stands without direct denial, altho Mr. Hill says that he "never was interviewed" on the subject. This statement, as printed in *The Sun*, is as follows:

"Every time I undertake a railroad journey nowadays I wonder whether it is to be my last. The thing has grown to be uncertain. It is a fact, of knowledge to every railroad man, that in this day from two to three trains enter at times into every block of every system in the country. There is danger in it."

HOW MR. HUGHES'S INDEPENDENCE IS REGARDED.

THE first message of Governor Hughes to the New York Legislature receives more attention from the press than governors' messages are usually accorded. And this is apparently because Mr. Hughes seems to have a different idea of the function of the Governor's message from that which has commonly been held by his predecessors. "Ordinarily," says the New York *Herald* (Ind.), "it is considered a bit of pie-crust of political promises made to be broken, and neither saying what the Governor means nor meaning what he says. It is customarily a message concocted in a meeting of bosses who run the State government and who prepare a set of legislative suggestions which sound well in print and which make the old party hacks laugh while the Governor affixes to it his signature and lets it go at that." But that the message of Mr. Hughes is an exception to this rule is granted even by his political opponents. Mr. Hearst's New York *American* (Dem.) remarks that "the interesting and satisfactory feature of the message is its independence, its reflection of popular sentiment in this State and throughout the nation."

Aside from the novelty of "independence" which Mr. Hughes introduced in the message, there are a number of other surprizes which contribute to the interest of the press. As summarized by

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the New York *Tribune* (Rep.) these notable recommendations are:

"A recount of the votes cast for Mayor in the New York city election in 1905, when, on the face of the returns, W. R. Hearst was defeated by George B. McClellan; that the courts be empowered to order a recount summarily in the future, and that the power to bring an action to try a title to office be taken from the Attorney-General and conferred upon the Supreme Court.

"The adoption of a new ballot, whereon the name of a candidate will appear but once.

"That the amount of money which a candidate may expend to procure his election be limited.

"That the courts be empowered to review the acts of political State conventions and State committees in expelling delegates and members.

"That any general committee of a party may adopt rules for direct nominations of candidates at primaries.

"That the State Board of Railroad Commissioners and the Commission of Gas and Electricity be abolished, and a new board be constituted, to have the powers of the present commissions and with power to enforce its orders through the courts.

"That the Board of Rapid Transit Commissioners of New York City be abolished and a new board be created to control transportation and regulate lighting corporations in New York city.

"That children under sixteen years of age be not required to work more than eight hours a day, and the work in which they may not engage be specified more precisely."

Of these half-dozen or so recommendations that which indorses Mr. Hearst's movement for a recount of the mayoralty vote of 1905 is rivaled in amount of press comment only by the propositions to abolish the Rapid Transit Commission of New York city and the present State Railroad and Lighting commissions. With all of these suggestions Mr. Hearst's *American* is in sympathy, asserting, in fact, that not until the Independence League had shown the necessity for election reform and improvement in transit conditions, did Mr. Hughes recognize the imperativeness of these suggestions. To quote:

"This newspaper congratulates the voters, whose very existence as self-governing men depends upon an honest ballot, upon the fact that Mr. Hughes as Governor sees and enforces a truth that did not appeal to him as a candidate for office or to those who wrote the platform of his party. . . . . .

"There was nothing in Mr. Hughes's public speeches, nothing in the Republican platform, about doing away with the badly managed, incompetent, corrupt railroad commission; but in the Independence League platform, which really did express the opinions of the people, AS MR. HUGHES HAS SINCE DISCOVERED, we find this:

"'The Railroad Commission is the creature of a Governor who is the creature of the corporations. That Commission ignores deliberate violation of the law, blocks improvements demanded by the public, and tolerates such brutal and criminal mismanagement as that of the Brooklyn Rapid Transit Company. We demand its complete reorganization.'"

On the whole, then, if credit be given where due, *The American* approves the stand of Mr. Hughes and is ready to "congratulate him on behalf of many readers and thank him for the message, its tone, its figure."

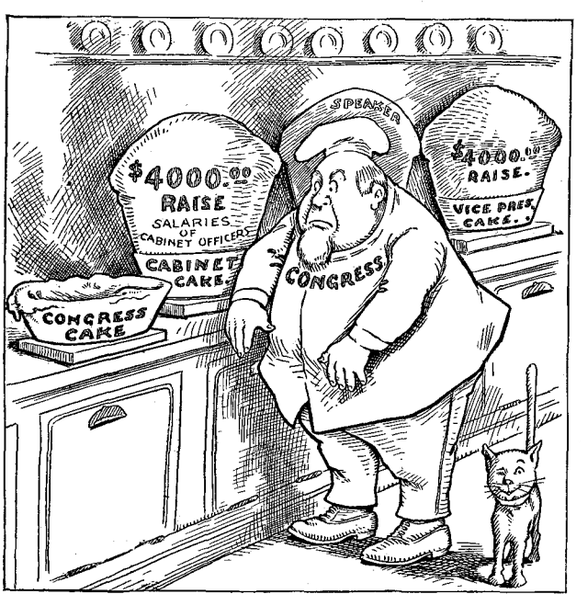
Papers which previously supported Mr. Hughes are now even more free with their expressions of praise, tho occasional criticisms of the manner of his reforms are voiced. Says the New York *Evening Mail* (Ind. Rep.) of the transit and lighting commissions:

"There will be no regret over the passing of the railroad and the gas commissions. There never was any good reason for the creation of the Gas and Electricity Commission. It was an expedient to postpone, and, if possible, thwart, the results of the gas investigation conducted by Mr. Hughes, and it has served its purpose in that respect only too well. *The Evening Mail*, with many other newspapers, has persistently sought its abolition. The same is true of the State Railroad Commission. That body has become a mere political debt-payer. It, too, should go.

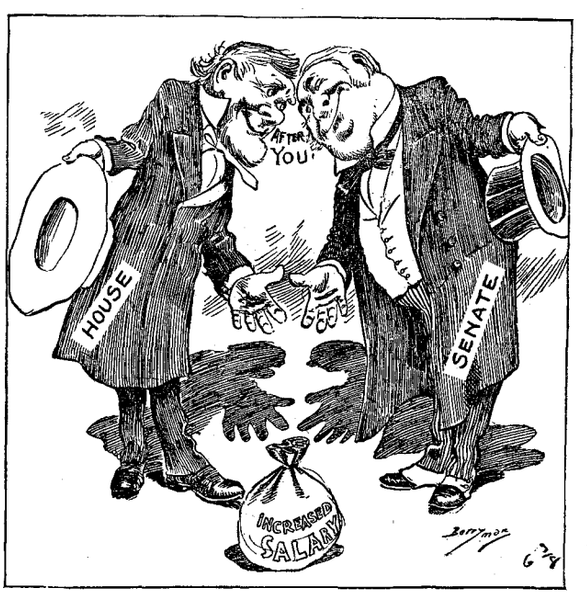
"There will be no quarrel with Governor Hughes over his recommendations as to those two commissions; nor as to the general policy of greater power for the new consolidated commission. A difference of opinion will be found to exist, however, over the proposal to do away with the present local Rapid Transit Board. It is a question, too, whether the people of this city want their greatest public convenience and necessity taken from the control of the local authorities and entrusted to a commission owing allegiance to Albany rather than New York."

So, too, the New York *Commercial* regrets the "severe trial of the public patience" which the reopening of the New York city mayoralty controversy will cause. "Still," it adds, "we must set the Governor down as wholly devoid of bias or sympathy in the case," and cites the instance as an excellent illustration of his "thorough and absolute independence."

But whatever the criticisms of details of the message, there is a remarkable unanimity of thanksgiving over the apparent passing of the old order of bossism, and the advent of what the Brooklyn *Eagle* (Ind. Dem.) calls conditions "singularly favorable for sane, wise, and clean government of the Commonwealth."



THE OTHER CAKES RAISED ALL RIGHT.
—Bartholomew in the Minneapolis *Journal*.



A CONGRESSIONAL DEADLOCK.
—Berryman in the Washington *Post*.

A MATTER OF PRECEDENCE.

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FOREIGN COMMENT.

JAPAN'S CONTINUED MENACE TO RUSSIA.

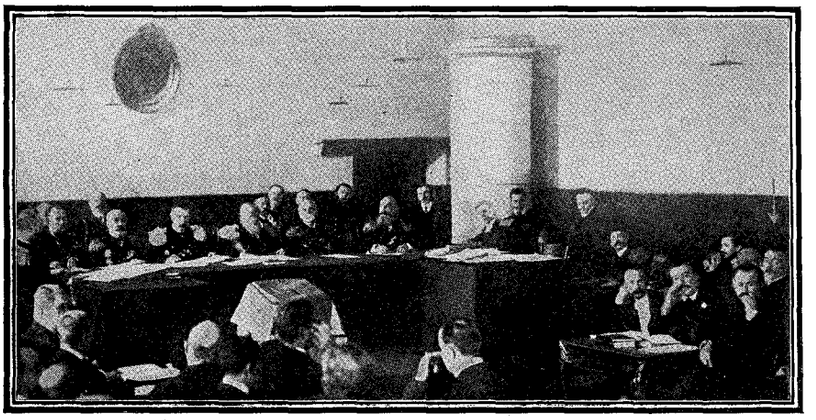
WHILE Russia is struggling face to face with the most terrible domestic foes, a Jewish population lasht to fury by persecution and a native peasantry on the verge of starvation, she is threatened on the rear by the ambition of that yellow race which has proved that fifty years of Cathay may outdo a cycle of Europe, especially northeastern Europe. The whole Russian press is expressing alarm at the prospect of Japan's advance upon Asiatic Russia, and of China's possible alliance with Nippon in this attack upon the Slavs. The London *Tribune* declares:

"The Russian press of nearly every shade of opinion seems to have convinced itself that Japan at least, and perhaps Japan and China in concert, is steadily preparing to renew the invasion of Asiatic Russia. The American yellow press lets no day pass without circulating some imaginative tale about Japanese regiments, fully officered and disguised as plantation coolies, who are gaining a footing in one island or another of the Southern Pacific. One may be convinced that all these rumors of conspiracy and aggression are nothing more than malicious gossip. But they have their serious aspect, if only because they reflect the impression which Japanese success seems to have made on the minds of most white peoples who do not happen to be her allies. It may be the outcome of nothing more than a foolish race prejudice, but it may none the less become a grave factor in the shaping of Japanese history. Suspicion so openly exprest has an awkward way of realizing itself."

The Moscow *Viedomosti* thinks that Japan is developing some of the vices of suddenly emancipated slaves, and is asking too much. "Japan," we are told, "has made recently such arrogant demands as Russia can not accept without losing prestige and forfeiting the last vestige of respect from other Powers."

The Daily Chronicle (London) is inclined to justify Japanese aggressiveness. Japan must be given her proper place among the nations and all will be well. She is not to be slighted or laughed down, but must be taken seriously. Thus:

"A high-spirited people, which believes with some reason that it is morally and intellectually the equal of most races of our own stock, can not be made an Ishmael among the nations without being tempted to live up to its reputation. . . . It is obvious that we as their allies may play a great part in moderating their resentment if they feel it, in checking unwise ambitions if they really entertain them, but, above all, in helping them to achieve that cordial recognition as a civilized power which can alone beget in them a sense of solidarity with the rest of mankind. The more we can succeed in bringing the Japanese within the circles of our own friendships, the less likely are they to resent the jealousy of their rivals. There are many ways in which the ambitions of a strong and progressive race can be satisfied without further territorial expansion. If Japan can secure the recognition which her intellectual and political development deserves, and feel that she is frankly treated as an equal by the older Powers, the disastrous temptation to make herself feared where she is not respected may die with the isolation from which it sprang."

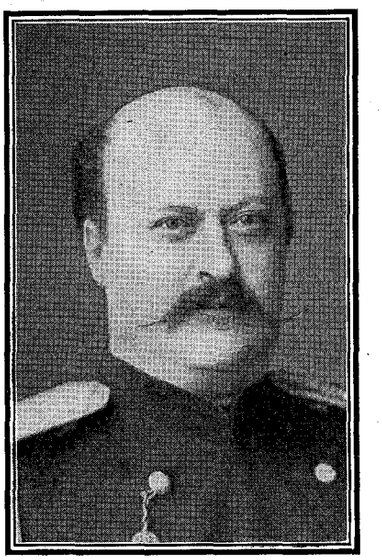


TRIAL OF ADMIRAL NEBOGATOFF. (THE ADMIRAL IS INDICATED BY THE ARROW.)

Condemned to death for surrendering his fleet to the Japanese. The court, however, recommended him to the mercy of the Czar, and sentence will probably be commuted to a term of imprisonment.

CANADA'S VIEW OF MR. BRYCE.

THE disappearance of Sir Mortimer Durand from Washington has been dwelt upon by some Canadian papers as merely the result of intrigues of a clever but unscrupulous woman of fashion in London. The attention of the press in general, however, has been attracted by the name of the new Ambassador, no less a person than James Bryce, eminent as an author and publicist. Dispatches from Canada to newspapers on this side of the border have represented Canadian opinion as being rather cold toward the new Ambassador, from a suspicion that he will be likely to sacrifice Canadian interests to those of the United States. A careful reading of the leading Canadian organs of opinion, however, fails to confirm these dispatches. On the contrary, Canada seems inclined to welcome Mr. Bryce. The Toronto *Saturday Night*, for example, says:



COUNT ALEXIS IGNATIEFF,

Assassinated at Tver on December 22.

Before the Douma met he advocated giving it great power, but later favored repressive measures.

"In Canada Mr. Bryce is pretty well known. He is a many-sided man—a statesman, an author, a thinker, a publicist of note. They say he will be raised to the peerage before coming to America. That ought to help some in making him popular in Washington. Pauncefote himself could not have cut such a figure down there if he had not been a real live lord. At all events James Bryce, lord or no lord, will not be a nonentity. As to his attitude on Canadian affairs, we can rest assured that he will not fail us through an indifferent grasp of any question. He knows something of Canada and should know something of Canadians. He will not be slow to get at the merits of any issue that may arise. If Mr. Bryce, when he goes to Washington, fails to be 'acceptable' to Canadians, it will not be because of incapability."

The Toronto *Globe*, the leading representative of Canadian imperialism, thinks that Mr. Bryce has now obtained a fine opportunity for vindicating his reputation as a brilliant and scientific publicist. It says:

"At present there is good reason to believe that Professor Bryce stands high in the estimation of Canadians, not merely as a historian and a publicist of the foremost rank, but as a statesman of rare caliber and pronounced humanitarianism. His name is familiar to Canadian students as the author of one of the best historical studies of medieval Europe, and to Canadian publicists and politicians as the author of a still more monumental work on the 'American Commonwealth.' The enduring popularity and increasing appreciation of these two works are due quite as much to the spirit of fairness with which they are permeated as to the

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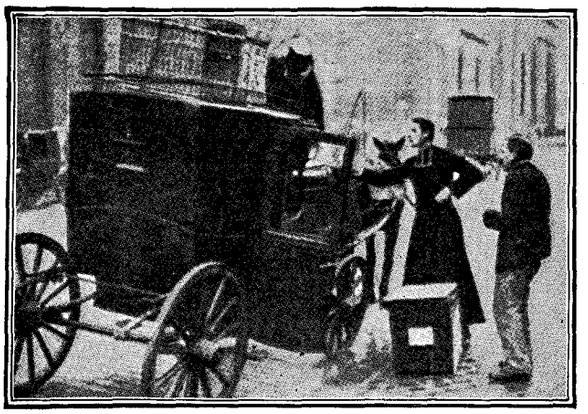


AN EVICTED FRENCH PRIEST NEGOTIATING FOR A CAB.

SOME VIEWS OF

painstaking accuracy they display. There is no reason to doubt that the same fairness and accuracy will characterize all Professor Bryce's work in the sphere of diplomacy he is henceforth to adorn. That is to say, Canadians think well of him now; they will think still better of him if they find him acting in the spirit of Tennyson's dictum:

'That man's the true cosmopolite who loves his native country best.'

They ask nothing of him but fair play; their opinion of him a few years hence will depend on whether they get it or not."

Mr. Bryce's influence in persuading the British Foreign Office to pay more consideration to the requirements of Canada is thus dwelt upon by the Toronto *News*:

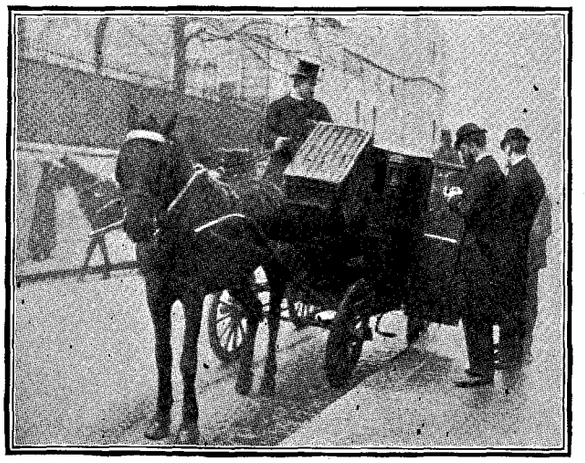
"He is familiar with the lately born national spirit of Canada. If, therefore, the policy of the Foreign Office were to be changed in any particular he would be the proper 'man on the spot' to advise and recommend. Moreover, his very eminence would be likely to lend unusual weight to any recommendations he might make. We believe, therefore, that the presence of Mr. Bryce at Washington is rather in Canada's interest than contrary to it, and we have no doubt that he will bring to bear on his task all the far-sightedness and acumen which have distinguished him as a statesman and an economist for the past two decades."

The Montreal *Monetary Times* hopes that the geniality of the new Ambassador will be in contrast to the "stand-offishness" of some of his predecessors, and declares:

"The American Ambassador in London almost invariably circulates through the country, listening to and making speeches, whereas the British Ambassador to Washington has probably thought it beneatth his dignity to fraternize with the citizens of the Republic. At times he has exhibited an ill-concealed indifference to this part of the empire whose servant he is. The appointment of Mr. Bryce will certainly produce a change from the bad old way of doing things. No British ambassador previously appointed has had a recognizable reputation among the American people. It will not be so with Mr. Bryce. Tho he is not a spell-binder he speaks excellently well, and has such an illimitable store of knowledge that he could dispense a great deal of enlightenment to the Americans without being conscious that he has lost anything."

The London *Advertiser* of Canada hopes that Mr. Bryce may seek the assistance of some Canadian statesman in his position of British representative at Washington, and observes:

"It is to be hoped there is some foundation for the report that he intends to ask for a Canadian colleague. A lack of acquaintance with Canadian affairs has been the besetting weakness of British representatives at Washington."



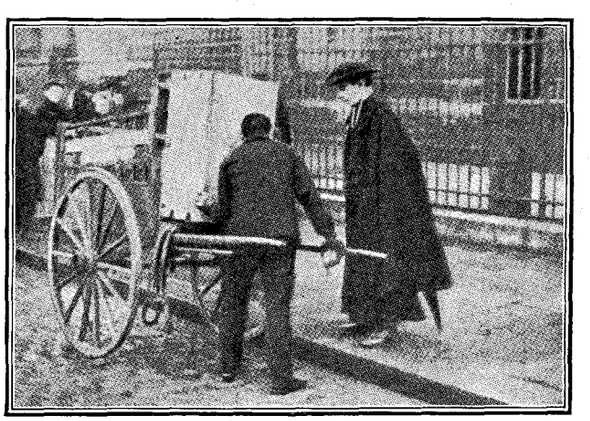
GOVERNMENT AGENTS REMOVING CHURCH PAPERS FROM MONTAGNINI'S RESIDENCE.

THE SEPARATION LAW

PROBABLE SOLUTION OF THE RAND LABOR PROBLEM.

THE introduction of Chinese labor into the South-African gold-mines has led to abundant abuses and scandals, copiously reflected in the British press. Bishops have thundered against the plague-spot of the African "Chinatown," and fiery debates have raged in Parliament over the monstrous avarice of mining companies who import "cheap labor" while the white man is left out in the cold. It has even been declared that Boer ascendency in the Rand is likely to revive unless colonization be established on the basis of white labor and a white population. According to the Johannesburg press, a solution of this desperate problem has at length been arrived at through the invention of a new drill, by the use of which a white miner can earn $285 a month. Up to the present time it has been found unprofitable to employ white miners at any such wages. The London *Economist* dwells upon this newly invented drill as follows:

"The success of this or similar inventions will make it possible for work which is at present performed by 50,000 hammer 'boys' to be performed in the future by 14,000 hands, and in this direction lies the solution of the labor difficulty. The important point, of course, is that if the drill is all that it is claimed to be, it will enable the mining companies to employ white miners at remunerative wages, and thus help to solve both the labor and the political problem. It is evident that at the best the introduction of Chinese could only be a temporary expedient; that it would be impossible to build up a permanent industry or to found the prosperity of the Transvaal Colony on such a basis. But if mechanical devices can be introduced which enable white miners to be employed at satisfactory wages in place of indentured Chinamen, the difficulty of the labor supply and the fear of Boer ascendency which is apparently felt in certain quarters may both be removed. And that the advent of a large European population would be of immense advantage to the colony generally, in an economic sense, is beyond dispute."



A PRIEST SUPERINTENDING THE REMOVAL OF HIS BELONGINGS.

IN ACTION.

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THE VATICAN'S REPLY.

MANY criticisms of the attitude taken by Pius X. in the French ecclesiastical crisis have been published by European papers, and the Pope and his secretary of state, Cardinal Merry del Val, have for some time refused to answer the many questions put to them with regard to the condition of the French church. Meanwhile the wildest excitement prevails in all the religious circles of France. Bishops and priests are being turned out of their houses and their churches; the papal nuncio, Montagnini, has been expelled from Paris, and a Socialist journal, the *Action* (Paris), says that the young Catholics of the city, members of a gymnastic club, are arming themselves with rifles with a view to opposing the action of the Government. At last the Vatican has spoken with a view of explaining a course of action which has been condemned by the Paris *Temps*, the London *Times*, and the *Vossische Zeitung* of Berlin. The papal declaration appears in the *Osservatore Romano*, the papal organ, and thus summarizes the situation of things as viewed from Rome:

MGR. MONTAGNINI DE MIRABELLO,
Whose expulsion from France was followed by the Government's seizure of church papers from his former residence.

"The Concordat, the most solemn of contracts made between two nations, has never yet been repudiated by the French Government, which professes to desire a new legal arrangement between Rome and the French church. On the conditions of this new arrangement the Holy See and the French Government can not come to an agreement, and that Government has on more than one occasion evinced a decidedly hostile feeling toward the head of the church. Violence may of course be effective for a short time, but those who submit to it do not thereby forfeit their legal rights. The explosion of joy with which the new legislation has been greeted among Freemasons and demagogs seems to indicate that the war is to be waged against the Christian church and the Christian religion alone. As yet the Government has made no enactments which guarantee religious liberty to any who refuse to conform to the Law of Separation."

The justice and reasonableness of the Holy See with regard to disestablished churches are proved by the example of the South-American dioceses, we are told. Thus:

"The loyalty and good-will of the Holy See are proved by what happened in Brazil under similar circumstances. In that country the Concordat which existed under a monarchy was eventually suppressed under the subsequent republic. The Brazilian Republic eventually came to an understanding with the Holy See. The searching of the nuncio's office in Paris, and the expulsion of Mgr. Montagnini, were only effected with the object of making people believe the false charges against the Pope upon the basis of certain documents there and then discovered. These charges are false."

In spite of the reiterated declaration that the Pope is supported in his stand by a united church, the *Giornale d'Italia* (Rome) echoes a wide-spread sentiment when it announces that "Cardinal Lecot, Archbishop of Bordeaux, is very much disgruntled with the course taken by the Vatican and freely criticizes those he styles the 'evil counselors of the Pope,' and Cardinal Lecot is enraged over the situation caused by the Pope's uncompromising attitude."—*Translations made for* THE LITERARY DIGEST.

MARIE CORELLI ON WOMAN'S RIGHTS.

WOMEN are knouted and shot in Russia; they are imprisoned as criminals for attempting to raise their voice in Parliament, by English magistrates; in Germany they work like beasts of the field. According to Marie Corelli, in *The Rapid Review*, man's inhumanity to woman dates from the Garden of Eden, when "Eve merely tasted the fruit and at once generously handed it over to her spouse," who "devoured it to the core and never allowed her to get another morsel." Such, at any rate, is the view of Marie Corelli, a writer dear to women, and boasting a circle of readers greater than ever before formed the constituency of a woman writer. This writer, in her article on "Man's War against Woman," has indeed beaten the record of her sex in literature. She is the first Juvenal, the first Aristophanes, of the opposite sex who has yet appeared to lay the lash across the shoulders of the masculine members of humanity, and at the same time to lecture women on their real rights in the true spirit of the satirist. Yet her ideas of woman's rights are not those of the suffragette of England, or the feminist of France, Germany, and Italy. She frankly admits that Cleopatra is the better pattern of an influential woman than even the philosophical Aspasia or

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CARDINAL MERRY DEL VAL,
Secretary of state to the Pope. The European papers represent him as being the main influence behind the Pope in defying the French Government and opposing the cardinals who advise conciliation.

THE TRIUMPH OF DEMOCRACY!
—*Punch* (London).

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the moral Hannah More. Her answer to the question why she personally does not desire the suffrage runs as follows:

"Why? Because, frankly and honestly, I do not want it. Again, why? Because, to my mind, the very desire for a vote on the part of woman is an open confession of weakness—a proof that she has lost ground, and is not sure of herself. For if she is real woman—if she has the natural heritage of her sex, which is the mystic power to persuade, enthral, and subjugate man—she has no need to come down from her throne and mingle in any of his political frays, inasmuch as she is already the very head and front of government."

She thus enlarges on man's dependence on women:

"Let those who will laugh at or sneer down the statement: the fact remains that a man is seldom anything more than a woman's representative. No man, in either business or pleasure, can ever quite shake off the influence of the woman with whom he is most privately and intimately connected. Good or bad, she colors his life. It is always a case of *cherchez la femme*. Seek, and you will find. Behind a slovenly workman there is generally a sluttish wife. Behind the obstinate and stupid man, behind the timorous and time-serving man, behind the hasty politician who insults his Prime Minister, will be found, in their several turns, the commonplace woman, the hypocritical woman, and the disappointed, egotistical, vain woman.

"Man is what woman makes him. She bears him and rears him. She is his sovereign and supreme ruler. From the first breath he draws, she, and she alone, possesses him. When he is born he at once displays that fractious and fickle disposition which is so often significant of his future development—and woman has to carry him up and down in her arms, talking nonsense to him, or, as it is called, 'baby language.' She knows she has to begin that way, because he would not understand sense."

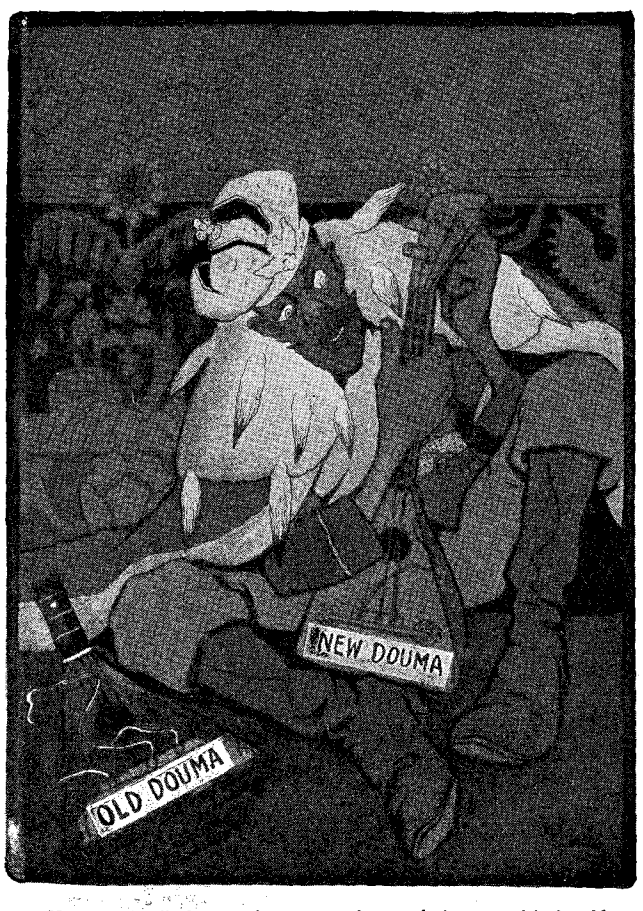
Men, we are told, laugh at women's attempted intellectualism. They call a clever writer, artist, or novelist of the opposite sex "abnormal" or "unsexed," and set her down "as too old or too ugly to do anything else but attempt to secure a little doubtful notoriety by engaging in work not fitted for her capacities." Men are not wholly to blame for this low estimate, however. She exclaims.

"But who is to blame for this erroneous impression so widely prevalent among men? Why, the women themselves, of course. Not only because they show the most cruel and acrimonious spite and jealousy when one of their sex becomes distinguished in art or letters, but because they are the first to start unkind reports about her and against her—against her looks, her dress, her manner, and even her reputation. There is no length to which women's tongues will not run when 'downing' other women more brilliant than themselves. They allow men to see this paltry display of their inferior character every day, and naturally the men draw their own conclusions. The youngest schoolboy is too often compelled to notice and inwardly comment upon his mother's love of tea-table scandal, or his sister's bilious envy of some other prettier girl.

"If such are the early impressions made by the conduct of his own women relatives on a youth's mind, he will, most unquestionably, when he grows to manhood, retain the one 'fixt idea' of woman's generally inherent foolishness, while the talk of 'women's interests' will only move him to a skeptical smile."

She concludes by giving women a recipe for triumphing in the war between the sexes. Thus:

"Taking a broad survey of the contest, it is evident that man's war with woman will never end till she herself learns how to conquer him. She can do it so easily if she only will. It needs no violence—no wordy discussion. Part of his battle against her today is an instinctive desire to protect her against herself—to try and prevent her from losing all that lovely reverence, tenderness, and delicacy which in long-ago old poetic days made him lift her to the altitude of an angel and guardian goddess of his life. For



NICHOLAS—"The new instrument is exactly in tune with the old one. I can play the same old song on it."
—*Wahre Jacob* (Stuttgart).

VERY CONVENIENT FOR THE KAISER.
The lightning-rod on the royal residence takes all the thunderbolts.
—*Wahre Jacob* (Stuttgart).

THE PLAYTHINGS OF CZAR AND EMPEROR.

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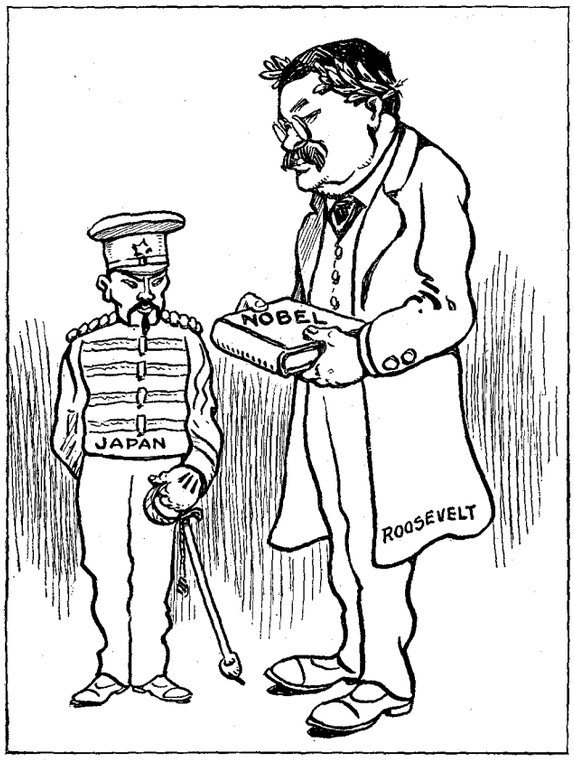

ROOSEVELT.—"My dear neighbor, I hope that next year the Nobel prize may be yours."
—*Amsterdammer.*

ROOSEVELT (to Captain Koepenick).—"Come, Voigt, take this wallet. You have done much more for the cause of peace than I have."
—*Amsterdammer.*

PEACE-PRIZE SUGGESTIONS.

in his heart he would like to be able to say of her as Pannuccio del Bagno of Pisa wrote of his lady—

'I am all rapturous
Since thus my will was set,
To serve, thou flower of joy, thine excellence,
Nor ever seems that anything could rouse
A pain or regret,
But on thee dwells my every thought and sense;
Considering that from thee all virtues spread,
As from a fountain-head,
That in thy gift is wisdom's best avail
And honor without fail.'

"In these lines may be found an epitome of the women's 'rights,' which, if faithfully adhered to, should govern the world. It is better to be a Cleopatra than a 'suffragette,' even if Antony must lose Actium. And if Woman would impress Man with an abiding sense of her moral and mental power, and with the purity of her intellectual influence upon the history of the time, she must begin to teach him in the nursery and school-room, not at the polling-booth."

Discontent in Germany.—The sudden dissolution of the German Reichstag has caused great joy among the Liberal papers—and especially exultant is the tone of the *Vorwaerts* (Berlin) and the *Neue Gesellschaft* of the same city. The union between the Socialists, who represent the extreme popular party, and the Clericals, who have always been stanch imperialists and supporters of Buelow and his master, William II., has startled people. This strange coalition points to a condition of abnormal uneasiness in Germany, and is well commented upon as follows by such an impartial observer as the London *Saturday Review*:

"The one point on which the Clerical and Socialist representatives of large cities probably agree is in resenting the lavish expenditure which involves heavy taxation. The newly imposed taxes have been extremely unpopular with all classes. The entire artillery equipment of the army has now to be renewed; this will cost at least £8,000,000. Then there has been a rise in the price of meat throughout the German Empire of 40 per cent. This is due to the taxation readjustment recently made to suit the agrarian members of the Centre and Right. This affects the working and middle classes alike. But the Catholics have also undoubtedly been unpleasantly affected by the struggle in Prussian Poland over the language question. The attempt to force Polish children to acquire their religious instruction in the German language and not in that of their parents has not only aroused grave misgivings among the Liberal sections, but has of course roused the Catholic Church on behalf of the most devoted and persistent of her adherents among the populations of the Empire. There can be no doubt that the exposure of grave scandals in colonial administration has fanned the flame of discontent. The financial and business classes generally have been injuriously affected by the reluctance of French investors to put their money into German concerns. We should say rather that the operation had been a vicarious one. The French banks advanced money freely, before the Moorish *contretemps*, for the development of German industries, through German banks; they do so no longer. When we add together these various causes which excite discontent among different classes of the population we arrive at a total which sufficiently accounts for a general feeling of restlessness in the country."

POINTS OF VIEW.

AUGUST BEBEL'S Socialistic organ, *Vorwaerts*, is publishing a translation of Upton Sinclair's "Jungle."

"THE women's cause is increasing in strength and influence every day," says *The New Age* (London), a Radical organ, "and it is impossible for the Government to retain either the support or the respect of democratic people if it persists in this masterly policy of indifference."

"IT may be doubted if the cynical multi-millionaire King Leopold will agree to any change of administration that interferes with his colossal revenue," thinks the Manchester *Courier*. "But once the British Government has the courage to demand radical reforms, and to ask the assistance of the other Powers in enforcing them, the end of the Kongo scandals will be at hand."

"WE do not believe," remarks *The Daily Mail* (London), "that the country will support any agitation against the House of Lords on the ground that changes have been made in the Education Bill. It is very doubtful whether the great mass of the voters and ratepayers were ever eager for the bill. The new bill, if it becomes law, will in any case increase the rates and taxes and swallow up fresh millions. But it will not, in the form in which it has passed the Lords, leave a general feeling of indignation and injustice among religious men."

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SCIENCE AND INVENTION.

EDUCATING THE WHOLE BOY.

THE growing importance of manual training in education is touched upon by Prof. Calvin M. Woodward, of Washington University, in his recent address as president of the American Association for the Advancement of Science, printed in *Science* (New York, December 28). The speaker himself has had much to do with the introduction and defense of manual training as an educational feature. In 1879 he organized a school for boys of high-school age in which the liberal and the mechanic arts had place side by side in the curriculum, the object being "to cultivate not alone or chiefly the memory and the understanding, . . . but the judgment and the executive faculties as well." He says:

"Many wise and excellent educators had grave fears as to the result of the experiment. It was thought that the introduction of tools, machinery, materials, the theories of construction, and drafting might not only break up the orderly program of the school, but they would lower its intellectual and moral tone. It is now known that all such fears were groundless. Manual training, when properly adapted to the boy's status of brain development, and when incorporated into the daily and weekly program with due regard to the other essential features, has proved to be a more valuable element in education than even the most sanguine advocate dared to expect. The moral, intellectual, and economic fruit of this combination, as shown in the characters and careers of the boys who formed the first classes in the pioneer schools, is the best possible evidence of its value. The gloomy predictions made of its effect upon the pupils, and upon our American system of schools, have been forgotten, and early opponents are fast friends and enthusiastic advocates. . . . . .

"At first it was suspected that our motives were sordid; that we were likely to degrade our schools, to teach narrow trades, and to turn out 'mere mechanics' instead of educated men. On the other hand, a recent report of a Massachusetts commission (for whose membership I cherish high respect) regards the manual-training movement as almost exclusively educational and not sufficiently industrial. I suppose the earlier and the later estimates are still held by many sincere and able teachers. One does not easily lay aside the convictions of a lifetime."

That the manual-training movement inevitably involves criticism of the older system of education is acknowledged by Professor Woodward, but, he asserts, it is also a standing reproof to the old wasteful, unscientific method of teaching to apprentices the theory and uses of tools. Progress "lays aside the idols of the past and erects new temples and opens new kingdoms." The speaker lays down these two principles as corner-stones of modern education:

"1. That usefulness does not impair educational values.

"2. That a so-called culture-study like Latin may properly stand side by side with manual training in the curriculum."

He goes on to say:

"We are all pleased (tho perhaps surprized) when we learn that a man who reads blue-prints, and can make and use a diamond-point machine-tool, is also a linguist and at home in the calculus; and yet we are more than likely to assume that the boys who are studying the theory and use of tools have little need of literature; and that the student of the classics is wasting his time in a laboratory of the mechanic arts.

"'What are these boys studying Latin for?' said an English visitor at the manual-training school as he looked in upon a class reading Cæsar.

"'What did you study Latin for?' was my illogical but American response.

"'Why, I am a bachelor of arts!' was his prompt reply, with the air of one who had given a conclusive answer.

"'Perhaps these boys will be bachelors of arts by and by,' I added cheerfully.

"'Then, what in the world are they in a manual-training school for?' he exclaimed, with almost a sneer at my evident lack of acquaintance with the etiquette of educational values.

"I tried to explain my theory of an all-round education—and my practise of 'putting the whole boy to school'—but he would not be convinced. He could not see the propriety of mixing utility and tool dexterity with culture. Our visitors are not all Englishmen; yet I venture the estimate that fully one-half of the bachelors of arts who look through our study-rooms and our work-rooms have about the same prejudice as the Englishman had, tho they do not so openly express it."

The speaker concluded his address as follows:

"I see nowhere, in either ancient or modern times, a people whose youth have been trained as our Americans should be trained. Neither Greece nor Rome with their pinnacles of culture resting on the barbarous foundation of human slavery, nor the blooded aristocracies of modern times, can teach us how to educate, train, and adorn an American citizen. We must not expect all our students to rule, nor yet all to be ruled; to direct, nor yet to be directed; to employ, nor to be employed. They must be capable of all these things. No narrow, selfish aim, no prejudice of caste, no false claim of high culture which scorns service, must mislead the growing, expanding minds. Give them a generous, symmetrical training; open wide the avenues to usefulness, to happiness, to power; and this age of scientific progress and material wealth shall be also an age of high intellectual and social achievement."

PROBLEM OF THE SPIRAL NEBULÆ.

THE theory that the interesting cloud-like bodies of spiral form visible through the telescope in various parts of the heavens are systems of stars in process of formation has already been noted here. According to this view the old ring-nebula theory of planetary evolution must give way to a new form in which the spiral nebula must be accounted for. In a communication to *Popular Astronomy* Prof. T. J. J. See, of the United States Naval Observatory, gives his reasons for thinking this view untenable. He says:

"Certain speculations have been indulged in which implied that the spiral nebulæ are true nebulæ condensing into systems of stars. Tho this premature and unauthorized line of thought has been extensively exploited, and even given place in one treatise on geology, it has always seemed to the writer quite unsound. I have consistently held that so far we do not know the true character of the spiral nebulæ, and this position is amply justified by the penetrating remarks of Mr. Poincaré. Whether the spiral nebulæ are other milky ways, as suggested by the illustrious French geometer, time alone can tell; and it may be several centuries before this question can be satisfactorily settled. Meanwhile the exploitation of the spiral form as typical of nebular development is certainly misleading, for, as Poincaré points out, there is no proof that these spirals are true gaseous nebulæ. . . . .

"We have no proof as yet that the nebulæ really form the stars. The large part played by repulsive forces in nature requires us to be very cautious in concluding that masses of such great extent and irregularity of figure are really condensing. The whole outline suggests repulsion from centers rather than condensation; and such a view is also in harmony with recent investigations of radioactive and other repulsive forces, in the study of which only a beginning has been made.

"If we do not know that the nebulæ form the stars, we certainly are not justified in assuming that spiral nebulæ represent a type of stellar evolution, and all such speculations are vague and worthless."

Recent suggestions that these nebulæ give evidence of tidal disruptions, produced by the passage of some neighboring body, the writer regards as gratuitous, unjustifiable, and improbable. In fact, he believes that speculations on spiral nebulæ have been decidedly overdone, and that it is time to call a halt. He goes on to say:

"There is not the slightest probability that our solar system was ever a part of a spiral nebula, and such a suggestion is simply misleading and mischievous. The great circularity of the planetary orbits shows the absurdity of such a hypothesis, and this leading

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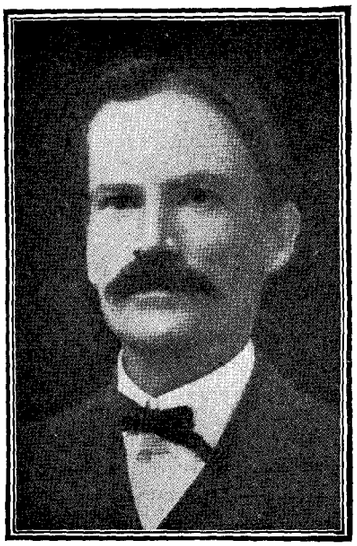
characteristic of our system as bearing on its mode of origin was carefully considered by Laplace more than a century ago.

"At present we must frankly admit that the nature of the spiral nebulæ is quite unknown. And while we can not be sure that nebulæ develop into stars, we may justly hold that the stars are the outgrowth of gravitational condensation of matter which was once dark.

"The closeness of most revolving double stars seems to indicate that separation takes place in the stellar rather than the nebular stage, and this leads us to doubt whether the forms of the nebulæ can be expected to disclose the processes of stellar evolution. Least of all can we expect any light from the much-exploited spiral nebulæ, which as Mr. Poincaré justly remarks, may be other galaxies. It is time, therefore, to drop such spirals from our text-books, or candidly to admit that we are quite in the dark as to their true significance."

THE HEAD-PHYSICIAN OF THE VEGETABLE KINGDOM.

THIS title is applied by James Linn Nash to Prof. Henry L. Bolley, of the North Dakota Agricultural College, whose labors in the investigation of the diseases of growing crops are described by Mr. Nash in an article, entitled "Saving the Farmers Millions," in *The World To-Day* (Chicago, December). Mr. Nash tells us that in the professor's plant-hospital and nursery on the grounds of the agricultural college are to be seen experiments in the raising of grains, grasses, vegetables, and trees, which are of deep interest to the farmer, the scientist, and the general observer alike. He says:



HENRY L. BOLLEY.

Professor Bolley is a member of the faculty of the North Dakota Agricultural College. His discoveries of remedies for diseases in plants have saved the farmers of America millions of dollars.

"Take, for example, the wilt-ward of the professor's hospital, where there are many beds, each two rods square, and containing a large number of plants afflicted with flax-wilt. . . . Here are to be found types of the flax race, gathered from all parts of the civilized world, over one hundred species being represented, and the vital power of each is being tested through subjection to a trying ordeal, for every inch of the ground is flax-sick, and the struggle is bound to result in the survival of the fittest. Indeed, this is the object sought. In striving to master the great enemy of the flax family, wilt, Professor Bolley has attacked his problem in two ways. By one method he is seeking a plant which will be immune to wilt, and by the other he is trying to discover a way to cure flax-sick soil. To attain the first object he plants seeds of every variety of flax obtainable anywhere in the world, in beds, side by side, with each variety distinctly marked. Then he carefully watches results. . . . . .

"Whenever a plant gives proof of its ability to withstand the assaults of wilt, the seeds are carefully preserved, placed in a package and labeled so that they may be planted the next season, and the posterity of the hardy specimen perpetuated. By repeating this process year after year 'Doctor' Bolley hopes to obtain a species of flax which will be thoroughly immune to all wilt. . . . .

"To rid infected soil of flax-wilt he has tried many and varied methods. In years gone by he has sown patches of ground with sulfur, salt, and other chemicals, allowing it to lie for a year and then reseeding it in flax. This method has proved a failure, and now he is endeavoring to cure sick soil by raising other crops upon it. Partial success has met him here, for while he has failed to free the ground entirely of the infectious disease, he has found that persistent cultivation of corn and grasses will go far toward removing the death-dealing germs."

In much the same way the plant doctor studies wheat-smut, wheat-rust, and flax-rust, as well as many other diseases of the vegetable world. One of his conclusions is that the rust-spores of wheat always pass their earlier stages on barberry-bushes, so that the wheat is invariably infected from the barberry—obviously a most useful discovery. In performing his tests, Professor Bolley's plan is to make it as hard as possible for his plants to grow, in order to discover hardy and immune varieties. To quote again:

"Not only are the wheat and flax on trial planted in soil which is badly infected, but, to add to the difficulty of the struggle which the plants are making against disease, they are sprayed each evening with rust-spores taken from diseased plants, in an endeavor to innoculate them with the sickness.

"By following this plan closely the survival of only the hardiest and most immune plants is permitted, and after a few years of this evolutionary process the plants which live may safely be presumed to be proof against any and all attacks of the disease. It is slow work, however, and Professor Bolley states that it may be ten years before a sufficient quantity of the immune flax and wheat seed can be secured to be distributed among the farmers and do any practical good."

These experiments, however, form but a small part of Professor Bolley's work, which embraces the investigation of all sorts of diseases of grain, fruit, etc., the study of weeds and their growth, and so on. A single one of his discoveries—that of the formaldehyde treatment of smut—is said by Mr. Nash to have already saved farmers many millions of dollars.

SINGING FOR SOLDIERS.

A PLEA for vocal as well as instrumental military music has recently been made by Surgeon-General Evatt, of the British Army, who at a recent meeting at Aldershot urged strongly that soldiers should be taught and encouraged to sing, not only for the moral effect of the music, but as a beneficial physical exercise and as a recreation. At the same meeting Dr. Arthur Summerville, inspector of music of the Board of Education, delivered an address in which he said that nothing trained men to work together better than music. Says *The British Medical Journal* (London, December 1) in a report:

"In Japan this was thoroughly understood, and all youths of the fighting class were bred to singing and music. It balanced in the mind the physical training of the body and was a source of strength. In England generally there was an immense revival of the art of music. He [Dr. Summerville] advocated that the Scotch regiments should learn their own songs, the Welsh theirs, the Irish theirs, and the English their grand old national airs. A time would come when regiments would compete with one another for prizes in public, when prizes would be offered for the individuals who could sing the best and largest number of songs, and when these military contests might take place in London under the most distinguished patronage. Such music would bring the men into touch with the hearts of the people and fill them with ardor in support of the great throne of the Empire so dear to them all, while nothing would do more than the subtle influence of music to promote the *esprit de corps* so desirable in the army. He suggested that unison singing should be tried first. A few good men being found, choral work would probably soon follow. . . . There can be no doubt that singing is a most valuable exercise for developing the chest in young men. Apart from the physical benefit to the individual singers, the moral effect must be very great.

"The Puritans went into battle singing hymns; and whatever may be thought of their theological tenets or their religious temper, there can be no question that they were first-class fighting men. The Russian soldiers are trained to sing in chorus, and we have heard that the effect of the Imperial Guard singing to the Czar at a review was extraordinarily impressive. We hope that

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Surgeon-General Evatt's public-spirited efforts will meet with the success they deserve, and that his scheme will be taken up in earnest by the military authorities."

AIR-SICKNESS IN A SOARING AEROPLANE.

THAT the traveler in the coming air-ship or flying-machine, if he travels too high, may suffer from ills that will rival those of seasickness, is predicted by a writer in *The Lancet* (London, December 15). After observing that the recent advances in aeronautics really make commercial aero-traction a possibility of the future, he goes on to say:

"It is interesting to ask whether the new kind of locomotion is calculated to bring fresh ills to the human race. Accidents apart, traveling by aeroplane is calculated in some directions to be a healthy mode of getting about from place to place. The vehicle will rise above the impurities contained in the air of the streets and may even reach a level far from the madding crowd of microbes. It is well known that on the earth's surface at normal level we practically exist in a sediment of bacteria, but as we rise above this level so the number of organisms sensibly diminishes until at last they cease to exist at all and the air is bacteriologically pure and sterile. The difference in this respect is even marked between the ground floor and the top floor of an ordinary building. The air in the former case is rich in bacterial flora, while in the latter their number is not only reduced, but the pathogenic members are frequently absent altogether. If we were guided by this fact, therefore, we should stand a much better chance of escaping bacterial invasion by living on an elevated floor of a house rather than on a floor near the level of the street. The bacterial purity of high altitudes has been established by experiment. Chemically speaking also the upper strata of air are purer than the lower, and even in this regard a distinct difference in the quality is seen between the air of the top and of the ground floor in favor of the former. The impurities of the air at ground-level are, of course, explained by the force of gravitation bearing the particles to earth. The aeroplane, it may be assumed, will ascend above this contaminated air, and soar, it need not be at a very great height, yet nevertheless into regions of air purified by light, ozone, and the process of sedimentation."

So far, the hygienic balance is quite on the side of the air traveler, but the writer reminds us that, on the other hand, there will be a diminution of pressure which may unfavorably affect the heart's action, for the pulse-rate increases as atmospheric pressure is withdrawn, the secretions are diminished, while the evaporation from the skin and the lungs is decidedly augmented. He says:

"At extreme heights there are swelling of the veins and bleeding from the nose and there is a sense of being unable to use the legs and the arms. The distressing symptoms of mountain-sickness may even be simulated during a journey in an aeroplane. Doubtless, however, all these evils could be avoided by keeping the aeroplane as much as possible within certain limits of elevation and at a uniform level. The aeroplane would at least spare us from one serious nuisance of the motor-car, and that is its unfortunate habit of raising dense clouds of dust. To some extent, too, it should be free from the reproach of making distracting noises, and possibly its sphere of action would be too remote to affect us by the dissemination of offensive smells."

Effect of Electric Machinery on the Health.—That electric plants for the production or utilization of high-tension currents may be injurious to the health of workmen employed therein, on account of the excessive formation of ozone in the surrounding atmosphere, is asserted in the *Elektrotechnische Neuigkeits-Anzeiger*. The *Revue Scientifique* (Paris, December 1), in an abstract of this article, says that the workmen in the central power-stations at Niagara suffer from peculiar forms of indisposition, such as serious troubles of the digestive organs, loss of appetite, and heaviness of the stomach after eating, and that the attending physician, Dr. Millener, believes that these should be attributed to electric radiations emitted by the apparatus and conductors. The writer goes on:

"Apropos of this, a German medical journal explains that the troubles in question are due to poisoning of the staff by ozone. In fact, ozone, which is developed in quite large quantities by the numerous pieces of apparatus traversed by high-tension currents, forms with the atmospheric nitrogen, in the presence of water, nitric acid which penetrates into the stomach with the saliva. Whoever has made experiments with high-tension currents remembers the acid taste that is perceived in the mouth whenever there is a considerable formation of ozone. Furthermore, ozone breathed in large quantities is very injurious to the organs of respiration; it excites the mucous secretions and provokes coughing; it destroys the tissues and causes pain in the throat and the bronchial tubes. The most effective remedy for this is to ventilate freely the places in which high-tension apparatus and conductors are located, and to separate these places completely from the machinery-room containing the workmen entrusted with its operation."—*Translation made for* THE LITERARY DIGEST.

NEW USES FOR MICA.

THE mining of mica has grown to be an important industry, especially since it has been found to be an insulator of great value in electrical apparatus; but little is popularly known of its sources. Some interesting information is given in an article on "The Uses of Mica," contributed to *Cosmos* (Paris) by Mr. Fourques. Mica has been used for centuries, he notes, but its uses have greatly multiplied in recent years. Once its only value was as a glazing for lanterns or as a decoration, but it is now applied in many new ways, due especially to the development of the electrical industries. The term "mica" embraces a group of complex silicates. Its most remarkable characteristic, common to all these varieties, is the ease with which they split into thin, flexible, and often transparent leaves. Mica is transparent only in thin leaves. In thick plates it appears opaque with a black or colored reflection. This is due to the innumerable surfaces of cleavage from which the light is reflected successively, finally being entirely absorbed. Transparent sheets of pale color are often utilized for glazing, especially in stoves and lamps, and such use absorbs about a third of the world's supply. The writer continues:

"The most important use, however, is now as an insulator in electrical work. Mica is infusible or nearly so, impermeable to moisture, elastic, flexible, and cleavable; these qualities are not possest all together by any other known substance. It is thus employed for the insulation of the wires and bars of the armatures in dynamos, that is to say, between the conductors and the iron core. For this a very flexible mica is required—not white mica, but amber-colored. Armatures with mica-insulated conductors are incombustible.

"It serves also for the manufacture of the resonating diaphragms of telephones and phonographs.

"In leaves of natural mica there are often holes, striæ, or small included quartz crystals, which greatly limit its use. The inclusions, in particular, facilitate the establishment of short circuits. Thus the electrical industry has recourse to the use of plates of reconstructed mica.

"To obtain these, sheets of paper as large as required are spread with gum lac, and powdered mica is sprinkled over them in as uniform a layer as possible. After drying, a second layer of gum is applied, then more mica, and so on, until the desired thickness is reached. The plate is subjected to a pressure of about 1,900 pounds to the square inch and at the same time heated by steam. The product thus obtained is homogeneous, free from cracks, of uniform thickness, and does not absorb moisture if the heating has been properly done. It may be sawed, cut, and pierced with ease. Finally, it is cheaper than natural mica. Consequently, it has taken the place of the latter for work of hreat size and even for that of ordinary size.

"In small establishments the manufacture of this 'micanite' is carried on by hand; but on the large scale it is performed mechanically, so that one woman may make about seven cubic feet in a

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day, which would require the work of twenty women using their hands only. The manufacture of tubes, rings, etc., is carried on in a similar way.

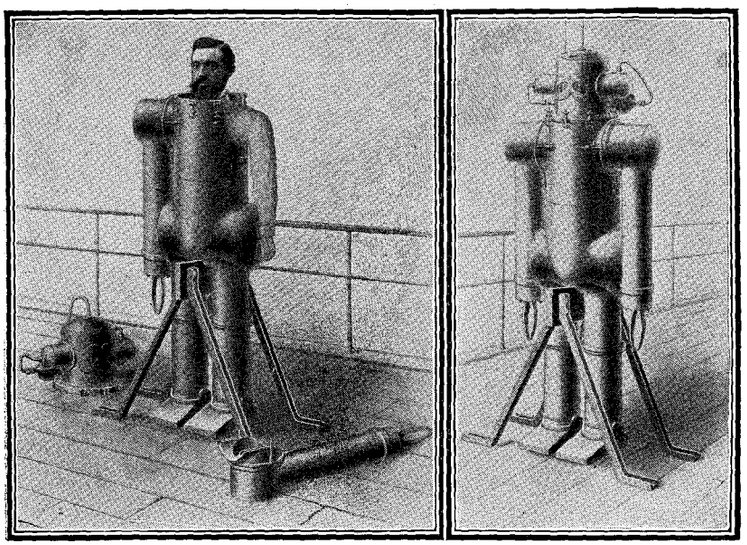
"Mica powder is used for the decoration of wall-paper, as in the production of snow effects; it is also largely employed in compositions that are non-conducting to heat.

"Veins of mica are found in all countries, but the industrial market is supplied chiefly by India, Canada, and the United States."—*Translation made for* THE LITERARY DIGEST.

AN ARMOR FOR DEEP DIVING.

A NOVEL form of diver's apparatus, which we are told by *The Scientific American* (New York, December 8) promises to be of great value in salvage operations, has been invented by a Parisian hydrographic engineer named De Pluvy. Says the paper just named:

"As De Pluvy has had many years' experience in diving-operations, there is no doubt that the apparatus is of practical value. He uses a metallic diving-suit which is made somewhat on the plan of the ancient coat-of-armor, being built of light and strong sheet-metal having a thickness varying from 0.2 to 0.3 inch according to the position of the pieces. The joints and coupling-points are made of prest leather and rubber, and a special form of hydraulic joint is employed. On the top of the armor is fixt the helmet, which is the principal feature of the apparatus. The air is not brought to the diver from the outside, as usual, but the air he breathes is sent by a tube into a special regenerating-chamber containing certain chemical products which renew the supply of oxygen, and the air is then sent to the interior of the helmet by another tube. The air-renewing apparatus is contained in a pair of cylindrical chambers attached to each side of the helmet. Regulating valves keep the air-pressure within the helmet at the right amount and always constant, no matter what the depth may be below the surface. Mounting and descending are effected by a drum and cable worked by an electric-motor. At the same time the cable serves to carry the current which is needed for the respiratory apparatus. The diver communicates with the surface by a telephone, and a number of wires run from the armor up to a set of colored lamps, showing how the different parts are working. There are many advantages to be secured from the new apparatus, and we expect to give a more complete and illustrated description of this interesting device. Mr. de Pluvy has personally been able to go down to a great depth, and during the 115 descents which he has already made with the new diving-suit he reached depths varying from 150 to 300 feet. This far exceeds the depth to which an ordinary diver can go."



Courtesy of "The Scientific American."

THE HELMET AND ONE ARM-PIECE REMOVED. READY FOR THE DESCENT.

THE DE PLUVY DIVING-DRESS AND CAISSON.

Photography at Long Distance.—A method of long-distance photographic transmission has been invented by Professor Korn, who occupies the chair of theoretical physics in the University of Munich. His plan, we are told by the *Revue Scientifique* (Paris, December 1), is not simply for the graphic reproduction of a print, but uses the direct action of light on a sensitive film. Says that paper:

"It is sufficient to direct upon a sensitive surface at any desired distance a sheaf of luminous rays having the same directions and intensities as those that printed the plate that is to be reproduced. To this end, at the sending-station, the light and its variations are changed into electric currents of intensity corresponding to that of the light-rays; at the receiving-station the rays of a luminous source equal in intensity to that of the sending-station are modified by mechanical vibrations whose amplitude depends on the electric currents above mentioned. The two light-sources are Nernst lamps, but at the receiving-station an interrupter placed in the path of the rays modifies the intensity of the light; this interrupter is a galvanometer devised by Professor Korn."

As in all attempts to construct machines for "seeing at a distance," selenium is the substance used to modify the transmitting currents to correspond with the intensity of the incident light, since its electric resistance varies with its illumination. As its action is not instantaneous, the photograph produced at the end of the line would be somewhat blurred in outline were it not for an ingenious "compensator" devised by the inventor. The machine would seem to involve the same difficulties as one for really "seeing at a distance"; indeed, it would appear that the resulting images might be thrown directly on a screen and these viewed by spectators, instead of being taken off on a photographic plate. The failure of so many other similar devices and the delicacy of the mechanism required to actuate them may make scientific men rather skeptical of this until they see it actually at work under commercial conditions.—*Translation made for* THE LITERARY DIGEST.

SCIENCE BREVITIES.

REGARDING the method of building lighthouses, piers, etc., on floating structures, said to have been invented by William E. Murray, and described recently in these columns, Howard Wellborn of Howe, Ind. Ter., writes us, stating that at the beginning of the Spanish-American war he wrote to the War Department from Indianola, Miss., describing a precisely similar device of his own, believing it to be adaptable to pontoons.

IN regard to the article on the origin of concrete construction quoted from *The Engineering World* in our issue of November 24, E. P. Fowler writes to that paper (Chicago, December 14) giving evidence that concrete structures were erected in this country by S. T. Fowler long before the method was adopted in France by Joseph Monier in 1865. Fowler published a book on the subject here in 1867. Says the writer: "I was personally an observer of Mr. Fowler's concrete-building from as early as 1851. In 1850–51 he built in Dutchess County, near Fishkill, N. Y., a large octagon house that was entirely satisfactory and required no repairs up to the time it was removed, about twelve years ago. About 1859 he constructed a large concrete building on Mr. Horace Greeley's place at Chappaqua, N. Y. Before this he had built a house in Brooklyn, N. Y., roof, floors, and all of concrete. From this date on he made several houses and in 1859 he built a large house, No. 29 East Thirty-second Street, New York. This proved entirely satisfactory, was quite water- and fire-proof, warm in winter and cool in summer. A few years since the property was bought by the Grolier Club and the house removed for a new building. During the Civil War Mr. Fowler was much occupied with army affairs; after the end of the war he put up a few houses, but his health failed and in the early 70's he died. His book gives full directions about the materials and the proportions and the details of concrete-building. Mr. Fowler secured letters patent in 1860. The letters patent, 1860, the book, and the various concrete structures that he built, and their dates, severally verified, seem to leave no doubt that Mr. Fowler is entitled to priority in the devising and applying concrete to the entire building of houses."

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THE RELIGIOUS WORLD.

DISINTEGRATION OF THE STATE CHURCHES OF EUROPE.

IS the example of France proving contagious and is the separation of state and church to become a new factor and force in the political and ecclesiastical developments of the European States? The surprizing independence of Spain in opposing the wishes of the Vatican is attributed largely to the influence of what has been and is being done in France. But a similar spirit of unrest is showing itself elsewhere also. In regard to Switzerland, which has all along been strongly influenced by the ups and downs of France, the *Kirchenzeitung*, of Leipsic (No. 47), has this to say:

"The idea of a separation between state and church is gaining ground in Switzerland more and more. Within the last few weeks the City Council of Basel has seriously considered this innovation, the agitation being produced to a certain extent by the steady increase of the Catholic population of the canton. The Superior Council of Geneva has actually gone so far as to propose the separation of state and church in connection with the cultus budget and has already adopted the following article: 'The freedom of worship is guaranteed. The state and the political communions do not contribute to the maintenance of any form of cultus nor can anybody be compelled to contribute to the expenses of any religious observance or service.'"

It is stated as a well-known fact that there are already independent Protestant churches, fully organized with theological faculties and the like, in several of the French cantons, being established and maintained chiefly in the interests of conservative Calvinism over against the liberalism permitted by the state churches. These independent French churches are credited with producing some of the finest Protestant scholarship in the world. We need draw attention only to such a master of exegesis as Professor Godet in this connection.

In Germany opposition to the state churches is a decided movement of the day, altho in genesis and character it has little or no connection with the movement in France. In this case it comes, not from the state, but seemingly from within the church itself. The watchword and battle-cry of a "Massenaustritt," or a rupture with the state churches *en masse*, is heard in various quarters, and the reports of larger numbers who have actually severed their connection with the state churches, as these are reported especially by the *Chronik der Christlichen Welt*, of Marburg, show that the propaganda is a movement of some importance. It has developed mainly within the more liberal sections of the church, notably among the Social Democrats, who officially declare that "religion is a purely private affair of each individual," and who practically also accept the dictum of Frederick the Great, who declared that "in his state everybody could be saved after his own fashion." The movement is in opposition to the way in which the state is controlling the affairs of the church, it being maintained that in all church affairs, such as the appointment of theological professors and pastors, the state favors unduly the conservatives and ignores the just claims of the advanced clans. Special offense has been taken at the new Prussian school law, which, it is claimed, hands over the control of the public schools to the pastors and forces upon the children religious instruction in the catechism, Bible history, and the like, while the liberals want, rather, a purely non-churchly training, or at best the general principles of morality taught independently of Christian bias.

Just to what extent this movement breaking away from the German state churches is proving successful can be only approximately stated. The headquarters of the agitation seem to be Berlin, Wiesbaden, and Frankfort-on-the-Main. In Berlin alone, within the past few months, more than three thousand have severed their connection with the state church.

The effort to disrupt the state churches is also made by securing control of the different congregations through the liberals who are yet nominally members of the church. In the recent church elections in Berlin, so we read in the German press, the congregations nearly all came into the hands of the radicals, who will permit only the most advanced doctrines to be preached in the pulpits or taught in the schools. In the parish of the famous Dr. Fischer, who, notwithstanding his almost brutal denial of the divinity of Christ a year ago, was not deposed from office, there was a liberal contingent of nearly 2,500 votes, constituting a clear majority, whereas at the previous election less than four hundred liberal votes were cast.

Even in conservative Scandinavia the elements of disintegration are at work in the state churches. A correspondent of the Leipsic *Kirchenzeitung* writes:

"The church of Sweden, in more respects than one, is now in a serious critical state. A large number of its members are religiously indifferent; a large number of its adherents have gone to the sects or have joined separatistic movements, and the signs are increasing that go to show how the newer rationalism of the day is beginning to disrupt the church."—*Translations made for* THE LITERARY DIGEST.

A PERIL TO AMERICAN ETHICAL IDEALS.

THE tone of American morality is in danger, says Prof. Edward Alsworth Ross, from our admiring, or at least half-envious, contemplation of "the prosperous evil-doers that bask undisturbed in popular favor" and who "have been careful to shun—or seem to shun—the familiar types of wickedness." Professor Ross refers to the adulterator, the rebater, the commercial freebooter, the fraud-promoter, the humbug healer, the law-defying monopolist, the corrupt legislator, the corporation-owned judge, the venal inspector, the bought bank-examiner, the mercenary editor. These he dubs "criminaloids." Professor Ross will be remembered as the professor of sociology in Leland Stanford University who was ousted from his chair in 1900 because he persisted in condemning, in his classroom lectures, the methods by which Leland Stanford made his fortune. Mrs. Stanford naturally objected to the aspersions on her husband's memory, and Professor Ross heroically declined to submit to the throttling of free speech in the university—and he is now professor of sociology in the University of Nebraska. He says in *The Atlantic* (January):

"The immunity enjoyed by the perpetrator of new sins has brought into being a class for which we may coin the term *criminaloid*. By this we designate such as prosper by flagitious practises which have not yet come under the effective ban of public opinion. Often, indeed, they are guilty in the eyes of the law; but since they are not culpable in the eyes of the public and in their own eyes, their spiritual attitude is not that of the criminal. The lawmaker may make their misdeeds crimes, but, so long as morality stands stock-still in the old tracks, they escape both punishment and ignominy. Unlike their low-browed cousins, they occupy the cabin rather than the steerage of society. Relentless pursuit hems in the criminals, narrows their range of success, denies them influence. The criminaloids, on the other hand, encounter but feeble opposition, and, since their practises are often more lucrative than the authentic crimes, they distance their more scrupulous rivals in business and politics, and reap an uncommon worldly prosperity.

"Of greater moment is the fact that the criminaloids lower the tone of the community. The criminal slinks in the shadow, menacing our purses, but not our ideals; the criminaloid, however, does not belong to the half-world. Fortified by his connections with 'legitimate business,' 'the regular party organization,' perhaps with orthodoxy and the *bon ton*, he may even bestride his community like a colossus. In his sight and in their own sight the old-style, square-dealing sort are as grasshoppers. Do we not hail him as 'a man who does things,' make him director of our banks and railroads, trustee of our hospitals and libraries?' When

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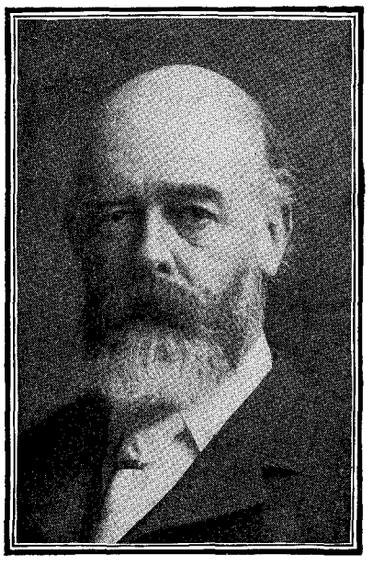
Prince Henry visits us, do we not put him on the reception committee? He has far more initial weight in the community than has the arraigning clergyman, editor, or prosecutor. From his example and his excuses spreads a noxious influence that tarnishes the ideals of ingenuous youth on the threshold of active life."

The soul of the "criminaloid" is painted in striking colors in the following paragraphs:

"The criminaloid . . . puts on the whole armor of the good. He stands having his loins girt about with religiosity and having on the breastplate of respectability. His feet are shod with ostentatious philanthropy, his head is encased in the helmet of spread-eagle patriotism. Holding in his left hand the buckler of worldly success, and in his right the sword of 'influence,' he is 'able to withstand in the evil day and, having done all, to stand.' . . . . . .

"Secure in his quilted armor of lawyer-spun sophistries, the criminaloid promulgates an ethics which the public hails as a disinterested contribution to the philosophy of conduct. He invokes a pseudo-Darwinism to sanction the revival of outlawed and bygone tactics of struggle. Ideals of fellowship and peace are 'unscientific.' To win the game with the aid of a sleeveful of aces proves one's fitness to survive. A sack of spoil is nature's patent of nobility. A fortune is a personal attribute, as truly creditable as a straight back or a symmetrical face. Poverty, like the misshapen ear of the degenerate, proves inferiority. The wholesale fleecer of trusting, workaday people is a 'Napoleon,' a 'superman.' Labor defending its daily bread must, of course, obey the law; but 'business,' especially the 'big proposition,' may free itself of such trammels in the name of a 'higher law.' The censurers of the criminaloid are 'pin-headed disturbers' who would imitate him if they had the chance or the brains."



SIR OLIVER LODGE,
Who thinks that psychical research may open a new era for religion.

The remedy for all this is the growth of the public conscience. Writers and public men, the "vedettes" of humanity's onward march, must keep the public conscience aroused and alert, resisting all intimidation and cajolery. To quote:

"It is of little use to bring law abreast of the time if morality lags. In a swiftly changing society the law inevitably tarries behind need, but public opinion tarries behind need even more. Where, as with us, the statute has little force of its own, the backwardness of public opinion nullifies the work of the legislator. Every added relation among men makes new chances for the sons of Belial. Wider interdependencies breed new treacheries. Fresh opportunities for illicit gain are continually appearing, and these are eagerly seized by the unscrupulous. The years between the advent of these new sins and the general recognition of their heinousness are few or many according to the alertness of the social mind. By the time they have been branded, the onward movement of society has created a fresh lot of opportunities, which are, in their turn, exploited with impunity. It is in this gap that the criminaloid disports himself. The narrowing of this gap depends chiefly on the faithfulness of the vedettes that guard the march of humanity. If the editor, writer, educator, clergyman, or public man is zealous to reconnoiter and instant to cry aloud the dangers that present themselves in our tumultuous social advance, a regulative opinion quickly forms and the new sins soon become odious.

"Now, it is the concern of the criminaloids to delay this growth of conscience by silencing the alert vedettes. To intimidate the molders of opinion so as to confine the editor to the 'news,' the preacher to the 'simple Gospel,' the public man to the 'party issues,' the judge to his precedents, the teacher to his text-books, and the writer to the classic themes—such are the tactics of the criminaloids. Let them but have their way, and the prophet's message, the sage's lesson, the scholar's quest, and the poet's dream would be sacrificed to the God of Things as They Were."

WHAT PSYCHICAL RESEARCH CAN DO FOR RELIGION

SIR OLIVER LODGE, whose name is familiar in scientific circles the world around, comes out with a declaration in *The Homiletic Review* (New York) of his belief that the scientific investigation of telepathy, clairvoyance, spiritualistic phenomena, and the seemingly miraculous power of mind over matter at a distance, must inevitably aid true religion. He is careful to say, however, that religion does not depend on these things. "Whether a given prophet actually has extraordinary power, and how far his power extends, is a matter for scientific evidence," he observes, "but, whatever his power, it is by the content of his message that he is to be judged, not by the accompanying extension of the customary control of mind over matter." He continues:

"The worst of men can do things beyond the power of an insect; things which to its consciousness, if it had any, would be miraculous. It is obviously wrong to accept a bad and immoral message because it is accompanied by amazing phenomena.

"Nevertheless for an inverse proposition there is something to be said. It may be permissible to suppose that a human being of specially lofty character is likely to be endowed with faculties and powers beyond the present average scope of the race; faculties and powers fully intelligible neither to himself nor to any one else. Even a genius has an inkling of exceptional powers. No one can explain, or render ordinarily probable, *a priori*, the achievements of some of the master-minds of humanity. Genius combined with sainthood may perhaps go further still, and may achieve what to ordinary men are marvels and miracles. . . . . .

"Either there are modes of existence higher than those displayed by our ordinary selves, or there are not. If there are, it is the business of science to ascertain their nature and the mode and extent of their interaction with our more usual personality and with our material surroundings.

"Moreover, tho many of us must sympathize with the Founder of Christianity in his assertion that signs and wonders are not the proper credentials of religion—and tho we may fully agree that compulsory moral and intellectual suasion of the unworthy, by main force of marvel, would be neither feasible nor satisfactory—yet we can recognize that religious belief has sometimes been quenched, and frequently perturbed, by the fact that the historical documents, on which it relies, contain 'miraculous' assertions, difficult to accept as corresponding to any real occurrence, difficult to reject without discrediting the rest of the testimony. We can perceive that the supposed impossibility of accepting certain narratives as true exerts a certain negative or inhibitory influence which might be removed if the kind of facts narrated ever became part of accepted and orthodox science.

"It seems to me therefore that the persistent effort being made, in what are at present rather unorthodox ing departments of science, to investigate and b ordered universe such of the occult and abnorma it may find to be capable of repetition and ex may indirectly aid that real religious revival to ward; the signs of which indeed we already inclination to accept a mechanical interpre to recognize any well-defined limit to th development of human nature."

If science shall ever, by search Lodge believes that it will im both science and religion, and of people now untouched.

"An age of religion is to those who can dis-

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from superstition and allied with instructed and progressive knowledge, it will no longer remain the solace of a few, but will be recognized as a genuine power by the many, and become a vivifying influence among the masses of humanity. Such a result, if it can ever, in any partial sense, be the outcome of scientific researches—a consequence of the realization of facts, some known, some not yet known, to science—must indeed be indirect, and must arrive chiefly because of a clearer perception, on the part of ordinary men, of the meaning and potentiality of life, the greatness of opportunity which it offers, the bewildering complexity and fulness of possible existence.

"Toward such a revelation, for more than a century, students of nature have been unconsciously working, and they have gradually brought a larger and larger province within the comprehension of mankind. Enlarged views of the universe—enlarged, that is, far beyond the conception of the Middle Ages—are already common property; and the still further widenings and higher perceptions which are already looming in the future, if ever made generally accessible in a sane and sober manner, must surely awaken in man some sense of his hope and destiny, even on this planet, must arouse in him some effort toward the attainment of so bright an ideal, and thus must lead him into the outer precincts of the temple of religion.

"If religion is 'true,' if it has a substantial basis of reality and sincerity, it must have an intellectual as well as an emotional side, and so must be partially accessible to scientific inquiry.

"There will come a time when the reverent pursuit of natural truth, which is or should be the province of science, will bring us to a comprehension and assimilation of facts which at present seem to stand out as isolated or supernatural marvels. At present it is said to feel almost profane to attempt to seek after the intellectual side of such occurrences and reduce them to law and order; they are felt to belong to an ultrascientific and sacred order of existence—the idea doubtless being that what is known loses thereby some of its sacredness and mystery. . . . . .

"It is human to feel this repugnance to scientific scrutiny, and a generation which feels it can not wisely be urged too fast; nevertheless I look forward to a time when the Mediterranean of scientific inquiry will no longer be regarded as a closed sea, beyond which it were impious to sail—when not a few daring pioneers only but the ordinary trader will set sail, past the Pillars of Hercules, out into the tidal waters of the West; and the mysteriously infinite 'Oceanus' shall become the familiar Atlantic—the pathway of commerce with a newer world."

THE SUNDAY PROBLEM IN CHICAGO.

INDICATIONS are noticed by *Unity*, a prominent religious weekly of Chicago, that the Sunday question "will be a very considerable element in the mayoralty election in Chicago next spring." A movement is on foot for enforcing the Sunday-closing law against the saloons, a movement that may bring on a general battle between the saloon element and the religious forces. *Unity* thirsts for such a fray. It says:

"If the issue could be fairly made between a 'wide-open town,' ch would mean that the corrupting influences of the saloon attendant forces would be immensely more operative on han on any other day in the week, on the one hand, and pplication of the Rest Day, based on sociological and nds, the campaign would be a most welcome one, e believe, would be overwhelmingly in favor of y of suspended labor, in which the temptations minimized and the greatest opportunity be ing of the ravages done by the city to the e energies of its citizens during the six esult of such a frank campaign would be city code, a more scientific discrimina- that are essential to the successful ch as the operating of the street- freshment-counters—and those y. The organization of the w is enforced in their case ts other applications, and mount of commercial- to be suspended in the interest of the overworked wage-earner, and the slight inconvenience that such an enforcement would bring to the favored and the leisure class ought to be cheerfully borne."

TEACHING MORALITY IN THE SCHOOLS.

IF education is to prepare the pupil for life's battles, it should include preparation for the most important battle of all—the moral battle. So argues Mr. F. Carrel in *The Monthly Review* (London, December). The study of the exact sciences may teach pure truth, but it does not always seem to follow that the most expert mathematician uses his cleverness for strictly honest ends. If the school "does not adequately teach the means whereby the state of man in society may be improved, the manner in which harmony of social relations may be increased, and suffering inflicted by men upon each other removed—then it will not have fulfilled the greatest of its possibilities." We recently presented a somewhat similar argument from a Roman-Catholic paper which urged the necessity of religious instruction for the young, but Mr. Carrel is arguing for a strictly moral education, unmixt with religion. He says of moral instruction:

"It has hitherto been its misfortune to be entangled with religion, but it is becoming more and more evident that religion is unable to offer an ethical training suited to the advance of knowledge and to the conditions of our present civilization. Sooner or later, for educational purposes, a separation must be made, for the one method is systematic and scientific, while the other is neither. The one is a specialization, the other a combination which endeavors to embrace too much."

The heart of the writer's argument is contained in these paragraphs:

"It must at length be recognized that since in the child mind is contained the potential of the human intellect, it is imperative that that mind should be trained in the principles of conduct which experience has shown to be the most favorable to the welfare of society. The danger of organizing early education in such a way that its sole aim is seen to be success in the strife for sustenance, is that it conveys the impression that this is the only object worthy of achievement, and the impression grows that conduct in the struggle is only to be regulated by the restraints imposed by law. It is true that the prohibitions of the laws, and the punishments awaiting those who offend against them, might be taught as a means of enforcing restraint through fear. But fear should have no place in moral education, and the law should only be explained as a regrettable necessity which better and more rational conduct might tend to remove.

"For the above reasons there is an urgent need of an increase of moral teaching in education. If conduct, right according to the average of the best ethical opinion and adapted to contemporary life, be taught, supported by practical demonstrations of the social necessity for such conduct, does it not follow that we shall obtain from such teaching the most fruitful of all sources of social benefit? To doubt it is to doubt the results, inadequate but certain, already achieved by parental and religious moral instruction, by the educative influence of social opinion, and by the moral training of higher education. Crime and immorality are largely due to ignorance of moral and social principles, and if these principles were scientifically and extensively instilled, the effect would be to increase the value and the happiness of the nation's life.

"It has been objected that to hope for such a result as this from moral teaching is to hope for an impossibility, and the senseless adjective utopian is frequently employed in this connection by those who, while admitting that it would be desirable to obtain a better social state, yet persist in thinking that human nature contains an element of corruptibility, which no education can remove. This attitude of mind has always acted as a cog upon the wheel of progress, perhaps as a not altogether useless brake, preventing a too precipitate advance, but its dictates are eventually annulled. Where there is an admitted possibility of reform, human effort must at length prevail to compass it. To oppose a new idea of acknowledged or apparent social worth, beyond the limits of a prudential circumspection, is to retard the progress of society"

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LETTERS AND ART.

A NEW DAY FOR ENGLISH LIGHT OPERA.

A DEFINITE turn of the tide in light opera is marked in London by Mr. David Bispham's production of "The Vicar of Wakefield," so we learn from the enthusiastic voice of the London papers. The combination of talent involved in this work is guaranty for its high order of merit. The "book" was written by Mr. Laurence Housman, the English poet and man of letters, the music by Liza Lehmann, whose art is declared by the London *Sphere* to be "essentially English" tho she herself is half German and half Scotch. In America she is best known as the composer of the musical setting of Omar Khayyam called "In a Persian Garden." Finally, the title-rôle is sung by the American baritone, Mr. David Bispham, whose work has formerly been confined to grand opera and the concert stage. The significance of the event is of equal interest to us, since we are the direct inheritors of London successes, and since it is well known that Mr. Bispham would have made the first production in America could he have secured adequate managerial support. The critic of the London *Evening News* thus hails the immediate outlook:

Courtesy of "Musical America."

DAVID BISPHAM,

Who makes a "lovable and picturesque figure of the old clergyman" and in one act "looks exactly like John Milton."

"So at last we have a real English opera! That is what made the evening momentous to me. We have disproved, as I knew we eventually should, the assertion that opera could find no home and source in England, that we could not extend our approbation beyond oratorio and ballads. We have shown that Balfe is not to be our only and last word. We have at last and triumphantly asserted—by the success of 'Amasis' and the revival of 'The Yeomen of the Guard' at the Savoy, and now by the triumph of 'The Vicar of Wakefield'—that the reign of musical comedy, that trivial, incoherent, flaccid, ridiculous, degrading, artistic anachronism is over."

Audience and critics acclaimed the score "a triumph of creative musical art, light, melodious, and essentially vocal," says a correspondent in *Musical America* (New York). The work is said to abound in "exquisite numbers, which happily illustrate and preserve the romantic, pastoral atmosphere of the story." The composer has given of her best original work, but has also woven into the opera "snatches of such old English favorites as 'Drink to me only with thine eyes' (Ben Jonson), and 'Come lads and lasses' (Shakespeare)." It is further noted that "there is some distinctly clever and ingenious orchestration, notably in the really humorous setting of the old and familiar tragedy of the Mad Dog." Nearly all the critics are enthusiastic over the performance of Mr. Bispham. The London *Globe* critic declares that he makes a "lovable and picturesque figure of the old clergyman," and in the third act "looks exactly like John Milton." The London *Standard* finds memories of Irving in this play and adds that "it is only praise of the highest kind to say that David Bispham—an actor, by the way, before he ever was a singer—played with a dignity and reserve that at once placed the interesting work on a perfectly safe plane."

LIZA LEHMANN,

Who wrote the music for "The Vicar of Wakefield." It is hailed as "a triumph of creative musical art."

The only minor note is that sounded in relation to Mr. Housman. "With the curious techiness of his kind," says *The Sphere*, he resented the cutting down of his 16,000-word libretto by one-half, repudiated the work in a newspaper interview on the morning of the production, and was turned out of the theater in the evening "for jeering at the opera while everybody else was delighted with it."

MR. LANG BREAKING LANCES FOR HOMER.

IN these days of unfeeling skepticism, when critics are trying to rob Shakespeare, Moses, Isaiah, and Mrs. Eddy of the credit of writing the works long credited to their pens, it is heartening to have an authority of the rank of Andrew Lang confront the writers who insist that the poems of Homer were written by heaven knows who. In his new book on Homer Mr. Lang implies rather than asserts his belief that the "Iliad" and "Odyssey" are the work of an individual poet writing of an age he knew and represented harmoniously throughout. His method of proof is to bring one after the other all the opposed arguments he has been able to discover since the charge was first made, in 1795, by Friedrich August Wolf in his "Prolegomena ad Homerum" that the "Iliad" and "Odyssey" are made up of separate poems not all by the same author. Of these arguments he says that their objections to Homer as a real person are "chiefly based on alleged discrepancies in the narrative, of which no one poet, it is supposed, could have been guilty." This Mr. Lang calls "the fallacy of the analytical reader," which implies that "the poet is expected to satisfy a minutely critical reader, a personage whom he could not foresee and whom he did not address." Mr. Lang also declares this unfair, because "Homer is put to a test which Goethe could not endure." No long fictitious narrative, he observes, can satisfy "the analytical reader." We cite further Mr. Lang's assurance that erudition need not overwhelm us:

"May I say a word to the lovers of poetry who, in reading Homer, feel no more doubt than in reading Milton that, on the whole, they are studying a work of one age, by one author? Do not let them be driven from their natural impression by the statement that science has decided against them. The certainties of the exact sciences are one thing; the opinions of Homeric commentators are other and very different things. . . . Nothing can

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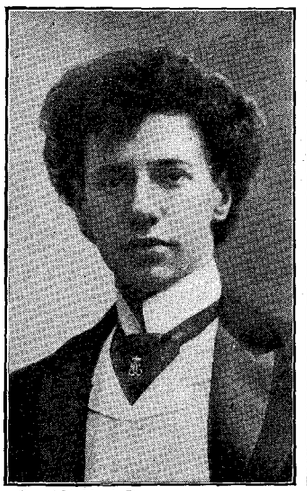

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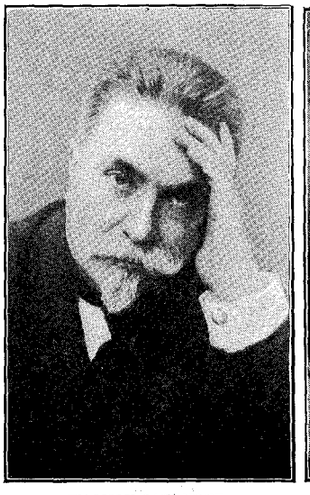
OSSIP GABRILOWITSCH. JOSEPH LHEVINNE.

be more hurtful to science than the dogmatic assumption that the hypothesis most in fashion is scientific."

The most generally received theory of "the separatist critics" is that the "Iliad" and "Odyssey" were put together in an edition made under the tyranny of Pisistratus at Athens in the sixth century B.C. Says Mr. Lang:

"People who disbelieve in written texts must, and do, oscillate between the theory of a Homeric 'school' and the Wolfian theory that Pisistratus or Solon or somebody procured the making of the first written text at Athens in the sixth century — a theory which fails to account for the harmony of the picture of life in the poems. . . . It is neither bottomed on evidence nor does it account for the facts."



WASSILY SAFONOFF.

Dealing with the difficulty of accounting for the preservation of the "Iliad" and "Odyssey," if indeed they are (as Mr. Lang maintains) the work of a supreme poet later than the time when Mycenæ flourished and earlier than that of Athens, Mr. Lang writes:

"That the mass of the epic is of one age appears to be a natural inference from the breakdown of the hypotheses which attempt to explain it as a late mosaic. We have also endeavored to prove, quite apart from the failure of theories of expansion and compilation, that the 'Iliad' presents a historical unity, unity of character, unity of customary law, and unity in its archeology. If we are right, we must have an opinion as to how the epic was preserved."

We must, after all, according to Mr. Lang, believe that writing is older than we are accustomed to think:

"When a reading public for Homer arose—and from the evidences of the wide-spread early knowledge of reading, such a small public may have come into existence sooner than is commonly supposed—Athens was the center of the book trade. To Athens must be due the pre-Alexandrian Vulgate, or prevalent text, practically the same as our own. Some person or persons must have made that text—*not* by taking down from recitation all the lays which they could collect . . . and *not* by then tacking the lays into a newly composed whole. They must have done their best with such texts as were accessible to them, and among these were probably the copies used by reciters and rhapsodists answering to the MS. books of the medieval jongleurs."

Finally, Mr. Lang has a critic-annihilating paragraph to hurl at the notion that the "Iliad" was expanded, "botchily," from one old small poem:

"That theory, suggested by the notion that the original poem must have been short, is next supposed to be warranted by the inconsistencies and discrepancies. But we argue that these are only visible, as a rule, to 'the analytical reader' for whom the poet certainly was not composing; 'that they occur in all long works of fictitious narrative; that the discrepancies often are not discrepancies; and, finally, that they are not nearly so glaring as the inconsistencies in the theories of each separatist critic. . . .' They wander into unperceived self-contradictions which they would not pardon in the poet."

THE RUSSIAN AND POLISH MUSICAL INVASION.

THE capture of our concert-halls and every branch of our music by the Russians and Poles strikes grief to the heart of *The Evening Post* (New York). This paper, long accused of un-American sympathies with things that originate over-seas, now bristles with patriotic protest. In thus declaring itself it professes to voice the feelings of the Eastern community, in comparison with which the rage of Californians against the Japanese is a mere bagatelle. "We lift our voice," cries *The Evening Post*, with delicious irony, "in a vigorous, but, we trust, a not unmusical protest." Mere foreign "scabs," *The Post* declares, with increasing heat, "are driving the American pianist and composer out of business." The danger of American fortunes being lost to this country by international marriages, such as Representative Perkins gave warning of before a recent session of Congress, is as nothing, thinks *The Post*, to "the export of huge sums by our Russian invaders," which "goes on without cessation." Let us listen to the Jingo cry of *The Post*:

MIECIO HORSZOWSKI.

"One look at our concert programs should be enough to arouse every true Daughter of the Revolution and patriotic Son of the Indian Wars to a realization that the peril is upon us. The American pianists and composers are in the last ditch—we had almost said at the last bar. They may

ALEXANDER SCRIABINE. MODEST ALTSCHULER.

SOME OF THE INVADERS.

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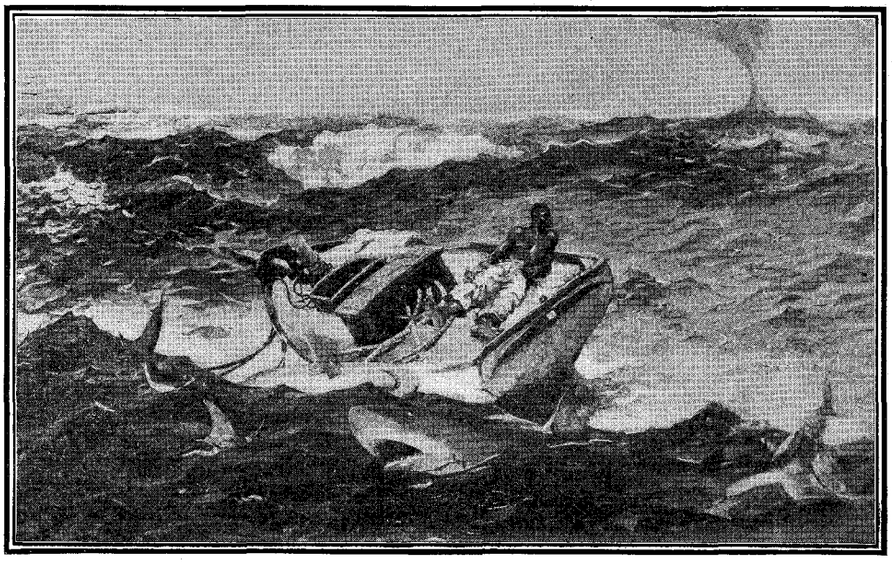
starve, for all the public cares. B Wassily Safonoff and Modest Altschuler, Ossip Gabrilowitsch, Sigismund Stojowski, Scriabine, and Lhevinne play our concert grands, and Petschnikoff does our fiddling. As if these grown-ups were not enough, here comes Miecio Horszowski, a mere babe-in-arms, to charm away our dollars under pretense of showing us something new in the art of piano-playing. Really, the time has come to call a halt. It is not merely because these immigrants are taking the bread out of the mouths of American artists. Is the Government sure that they are not anarchists in disguise? Has it had Ellis-Island inspectors at our concerts, to see that no socialistic or revolutionary sentiments are conveyed to our peaceable citizens by these Russian interpreters of a people in revolt? If not, we would call Secretary Straus's attention to this grave oversight."

The Russians not only possess us, wails *The Evening Post*, but "they will play their own music." There is never a mention on our programs of the "name of a Stuyvesant of New York or a Higginson of Massachusetts or a Biddle of Pennsylvania." Instead of these "we bid our children dwell" on such "barbaric surnames" as Sibelius, Scriabine, Paderewski, Glazounoff, Rachmaninoff, Tschaikowsky. Even our "Christmas-Eve" music, served up by the Philharmonic, must be taken from an opera by Rimsky-Korsakow. The "struggling American boy or girl composer from Boisé City, Ida., or Houston, Tex.," continues *The Post*, with deepening pessimism, must take the products of his genius "to a Safonoff or a Kneisel or an Emil Paur or a Karl Muck—as if these foreigners could appreciate the musical heart-beats of eighty millions of patriotic Americans." There are even more depressing sights for the "patriotic American" when he surveys, through the eyes of *The Post*, the foreign slough in which we struggle:

"Worst of all, even Americans who ought to know better are truckling to these Russian invaders. There is Walter Damrosch, for instance. His New York Symphony Orchestra gives a concert to-morrow. What is the program—Chadwick, Paine, MacDowell, and De Koven? Oh, no; Tschaikowsky, Tschaikowsky, Tschaikowsky!—nothing else. And the soloist is Lhevinne, of course. Shade of James G. Blaine! Some one ought to present Mr. Damrosch with an American flag when the concert is all over. And there is the Lotos Club. It gave a dinner to Saint-Saëns the other night. And showed him some American talent? No, indeed; our old friends, Stojowski and Petschnikoff, treated him to some of their Tatar tricks. Unfortunately, President Roosevelt's annual message is out. But we are sure that when the facts in the case are laid before him, he will recede from his decision not to send any more special messages to Congress, and implore that body to come to the rescue of our American performers and public. Speaker Cannon wants no more tinkering with the tariff. But we must believe that he would agree to a law regulating the amount of gold a foreign artist may take home with him, and putting a tariff-tax on every bar from the pen of a Russian or Polish composer. Shall musical America perish through a Slavic invasion? The crisis presses. Sembrich, we hear, is hiring a special steamer to carry back her operatic gains, and Paderewski is already boasting that he will take a clean million dollars out of the Yankees' pockets when he comes over for his concert tour next year. And Rimsky-Korsakow, César Cui, Sibelius—they, too, have their eyes on us. Shall we not fear them when they come bearing musical gifts?"



"THE GULF STREAM."
By Winslow Homer.

Considered the masterpiece of the exhibition, and bought by the Metropolitan Museum of Art. On the horizon are dimly seen in the original painting the sails of a square-rigged three-master (too faint to appear in this reproduction), "a suggestion of hope receding" that "may put, in Kipling's phrase, the gilded roof on the horror."

AMERICAN ART JUDGED BY THE WINTER "ACADEMY."

THE masterpiece of the winter exhibition of the National Academy of Design is considered to be Winslow Homer's "The Gulf Stream." By most of the critics, however, it is not regarded as Mr. Homer's masterpiece, and, if that be true, the picture is typical of the entire exhibition. So at least we gather from the comments on the show. Much was expected from this exhibition, which reveals the "first-fruits" of the union of the Academy with the Society of American Artists. "The average quality of the pictures hung is possibly as high as that of any of the Academy's previous exhibitions," remarks the New York *Evening Post*, "but it was not unreasonable to expect from the union of these organizations a marked improvement in the exhibition of their united forces." One writer, Mr. Kenyon Cox, himself an artist-member of the Academy, writes with a spirit of optimism that sees a glowing future for American art. In another issue of the same paper he says concerning the exhibition:

"There is an air of life and vigor and freshness about it that is rare anywhere in the world, and the level of technical achievement is remarkably high. It is an exhibition to which one might take an intelligent foreigner with the assurance that it not unfairly represents the promise of the American school of painting, and the foreigner would probably admire it more than we do, and find in it evidences of spontaneity and a national point of view that escape our accustomed eyes."

The critic of the New York *Tribune* presents this less encouraging view:

"Presumably it was intended that the fusion would result in exhibitions more broadly representative of American art. We decline to accept this one as representative in any satisfactory sense. The prevailing note is one of comfortable mediocrity. A great many of the contributors mark time with exemplary thoroughness. The trees in their landscapes look like trees. Their portraits are probably good likenesses. But rare indeed are those paintings which arrest the visitor on his journey through the galleries, inviting him to reflect on work done with personal force. It is significant that among the few pictures which detach themselves from their surroundings, Mr. Winslow Homer's 'The Gulf Stream' dates from 1899, Mr. Abbey's 'Sylvia' dates from the

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same year, and Mr. Brush's 'Mother and Child' dates from 1902. We know nothing about the circumstances attending their inclusion, but what they actually suggest is a committee anxiously bringing in, at the last moment, a few striking things with which to enliven a commonplace exhibition."

The picture holding the place of honor in the exhibition, Winslow Homer's "The Gulf Stream," *The Evening Post* calls "that rare thing in these days—a great dramatic picture," "partly because the horror is suggested without a trace of sentimentality, and partly because every object in the picture receives a sort of even 'all-over' emphasis that shows no favor to the dramatic passages." As a result "the story never overweighs the artistic interest." The Metropolitan Museum, we are told, has accepted the suggestion of the Academy jury and bought the picture—"the first American picture to be bought by the Wolf fund." A more detailed description we quote from *The Tribune:*

"Dramatic power, a sense of life vividly observed, we certainly find in Mr. Homer's 'The Gulf Stream,' a picture of a negro lying on the deck of a wrecked boat, with sharks eagerly awaiting the end of the tragedy, a waterspout near at hand to pile on the agony, and a ship in full sail on the horizon, so that a suggestion of hope receding may put, in Kipling's phrase, the gilded roof on the horror. Human interest this picture undoubtedly possesses in abundance, and the thing is executed with rugged strength, yet as a painter, in the strict sense, Mr. Homer is hardly at his best in this sensational episode. In spite of the poignant significance of the work—which, by the way, has wisely been purchased by the Metropolitan Museum of Art—it occupies a little uneasily the place of honor to which it has been assigned. Good as it is we would have been glad of a finer painting at the apex of the show. The justification of the hanging committee lies in the absence of works of outstanding merit and individuality."

Childe Hassam and Robert Henri are two other painters, whose work, to Mr. Cox, give support to an optimistic view of American art.

SHAKESPEARE AND TOLSTOY.

THE IMMORTAL WILLIAM—"My dear Goethe, if I had only known about him in time, I would have made him a clown in one of my plays."
—*Ulk* (Berlin).

THE RECORD OF AMERICAN RHODES SCHOLARS.

PATRIOTIC pride was stirred to something like resentment not long ago when Dr. Osler, now regius professor of medicine at Oxford, returned to America for a visit and reported the American Oxford scholars as not doing well. His words, of course, referred to their record in scholarship, but were probably based upon hearsay or personal impression. English papers have more recently published the results of the honor examinations which take place at the end of the first three years of an Oxford student's career, and it is possible to know just what has been achieved. Of the 161 Rhodes scholars at Oxford, 79 come from the United States, 71 from the British colonies, and 11 from Germany. Tho the Americans number nearly half, they do not take half the scholarship prizes. The list of prizes, classified by *The Athenæum* (London, December 15), show that the Rhodes scholars took seven "firsts" out of fifteen "possibles" in the honor Schools. They are these:

"A first for the B.C.L. degree, a prize not often won; two diplomas 'with distinction' (that is, up to a first-class honor standard) in economics; a B.Sc. degree; the Gladstone Memorial prize; the Vinerian scholarship; and last, but not least, that blue-ribbon of Oxford classical scholarship, the Ireland itself. Canada takes the Ireland, the Gladstone prize, and one first; Australia, the Vinerian, the first in the B.C.L., with four other firsts; and America the B.Sc., with two firsts. Altogether it is a start such as would have rejoiced the heart of Cecil Rhodes."

Among these prize-takers, according to a fuller account published by the London *Times*, are two "colonials" who take more than one prize each. We read:

"The Ireland and Craven scholarships, the blue ribbons in classical work, have been awarded to Mr. H. J. Rose, of Quebec, who has also secured a first-class in honor moderations, and has been made an honorary scholar of Balliol. Mr. J. C. V. Behan, of Melbourne, passed first-class in jurisprudence and in the B.C.L. examination in the same term—a most unusual performance—secured the Vinerian and Eldon Law scholarships at Oxford, and, it is believed, narrowly missed securing an All-Souls' Fellowship three weeks ago. He has also passed first-class in the final examination to the bar and first-class in criminal-law procedure and constitutional history, winning two £50 prizes. In all, this one scholar has won close on £1,000 in scholarships during the past year."

It will be seen that two "colonials" have divided the honors awarded "colonial" scholars, whereas three Americans have been advanced to "first" rank. The great majority of academic distinctions have been achieved by colonial students, remarks the London *Times*, adding that the probable reason why Americans, in spite of their greater numbers, fail to keep up with them is "probably because the prospect of coming to Oxford to study appeals less to American students, and the competition is consequently less keen." However, we read that in athletics Americans more than hold their own. Thus:

"This year Mr. P. M. Young won both the long and high jumps at the university sports; Mr. H. Sutton won the three-miles; Mr. W. E. Schutt was second in the mile, while Mr. A. M. Stevens put the weight and threw the hammer. The colonies have taken no part in sports except South Africa, which provided half the 'scrum' of the university Rugby team in 1905."

Mr. Rhodes's desire was that the Rhodes scholars should take part in every aspect of Oxford life; and the earlier doubts about the new elements getting on with the old are said to be entirely dissipated. In a few colleges, says *The Times*, "the Rhodes scholars may possibly tend to keep together a little, especially the Americans, but not more so than Etonians or Harrovians or Wykehamists, while in the great majority of cases they become completely absorbed in the ordinary body of undergraduates."

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THEODORE E. BURTON. ROYAL CORTISSOZ. HENRY M. HYDE. WILLIS FLETCHER JOHNSON. WILL PAYNE. ARTHUR TRAIN.

A GUIDE TO THE NEW BOOKS.

Ambrosi, Marietta. When I was a Girl in Italy, Illustrated. 12mo, pp. 182. Boston: Lothrop, Lee & Shepard Co. 75 cents.

Baker, Cornelia. The Court Jester. With illustrations by Margaret Ely Webb and Margaret H. Deveneau. 12mo, pp. 260. Indianapolis: The Bobbs-Merrill Co. $1.50.

Baskerville, Beatrice C. The Polish Jew. His Social and Economic Value. 8vo, pp. 336. New York: The Macmillan Co. $2.50.

Batcheller, Tryphosa Bates. Glimpses of Italian Court Life: Happy Days in Italia Adorata. Illustrated. Royal 8vo, pp. xix–469. New York: Doubleday, Page & Co. $4.80 net.

Dedicated by permission to Queen Helena, this sumptuous book is a worthy record of an American woman's visit to Italy, of her experiences in aristocratic social circles of Rome, and of her impressions of the natural and artistic wonders of the Peninsula. Her story is told in letters written to friends at home, a literary form well adapted for books of this kind, and giving opportunities for naive description and impressions caught on the wing.

Roman society, as described by Mrs. Batcheller after intimate contact with it, is the most cosmopolitan to be found in the world. Through foreign marriages made by the great Italian nobles with women of rank and position in England, France, Spain, and America, the society of the Italian capital has acquired a stamp and character peculiarly its own. It is an intimate and delightful picture of this unfamiliar world that is printed in the pages of the present work. There are pen portraits of Pius X., the King and Queen of Italy, Queen Margherita, and distinguished members of the Roman nobility.

The illustrations of the book are fully as interesting as the text, and present for the most part unusual aspects of Italy.

Black, John Janvier, M.D. Eating to Live. A Book for Everybody. With Some Advice to the Gouty, the Rheumatic, and the Diabetic. 12mo, pp. 412. Philadelphia: J. B. Lippincott Co. $1.50.

Burton, Theodore E. John Sherman. American Statesmen Series. 16mo, pp. vi.–449. Boston: Houghton, Mifflin & Co. $1.25.

Mr. Burton has been for several terms a member of Congress from Cleveland and as chairman of the Rivers and Harbors Committee has a reputation now somewhat national. Early in the present year his support of the bill for the protection of Niagara Falls gave very material aid to the friends of that measure. In writing this life of John Sherman, Mr. Burton has brought to his task, not only an acquaintance with Sherman extending over many years, but great personal familiarity with the public measures with which he was closely identified. Candor is perhaps the most noteworthy quality displayed by Mr. Burton—a candor which personal friendship was powerless to eliminate. And yet the book is sympathetic and its attitude that of one who sincerely admired Sherman.

Carpenter, Edward Childs. Captain Courtesy. Five illustrations in color by Elenore Plaisted Abbott. 12mo, pp. 299. Philadelphia: G. W. Jacobs & Co. $1.50.

Carpenter, George R. English Grammar. 12mo, pp. xvi.–213. New York: The Macmillan Co. 75 cents.

Clifford, Mollie Lee. Polly: Autobiography of a Parrot. Illustrated. 12mo, pp. 268. New York: H. M. Caldwell Co. $1.25.

Cobb, John Storer [Translator]. The Nibelungenlied. Two frontispieces. 8vo, pp. xii.–640. Boston: Small, Maynard & Co. $2 net.

Cook, E. Wake. Betterment: Individual, Social and Industrial. 12mo, pp. ix–349. New York: F. A. Stokes Co. $1.20 net.

Cope, Henry F. [Editor]. One Hundred Hymns You Ought to Know. 8vo, pp. 207. New York: F. H. Revell Co. $1.50.

Dinsmore, Charles Allen. Atonement in Literature and Life. 12mo, pp. xviii–250. Boston: Houghton, Mifflin & Co. $1.50 net.

Dreyfus, Lilian Shuman. In Praise of Leaves. 12mo, pp. 124. Boston: Lothrop, Lee & Shepard Co. $1 net.

Edwards, William Seymour. Through Scandinavia to Moscow. With many maps and illustrations. 12mo, pp. xvi–237. Cincinnati: The Robert Clarke Co. $1.50.

Ellis, Edward S. Lost in the Forbidden Land. Frontispiece. 12mo, pp. 310. Philadelphia: The John C. Winston Co. $1.

English, Douglas. "Wee Tim'rous Beasties." (Studies of animal life and character.) Illustrated. 12mo, pp. 223. Second edition. Philadelphia: J. B. Lippincott Co. $1.50 net.

Everybody's Cyclopedia. Small 12mo, pp. 736. New York: F. A. Stokes Co. 75 cents.

Furey, Francis T., A.M. New and Complete History of the World. Illustrated. 8vo, pp. xvi–725. Philadelphia: The John C. Winston Co.

Futrelle, Jacques. The Chase of the Golden Plate. With illustrations by Will Grefe and decorations by E. A. Poucher. 12mo, pp. 219. New York: Dodd, Mead & Co. $1.25.

Galsworthy, John. The Man of Property. 12mo, pp. vi–386. New York: G. P. Putnam's Sons. $1.50.

Gilbert, George Holly, Ph.D., D.D. A Short History of Christianity in the Apostolic Age. Illustrated. 8vo, pp. vi–239. Chicago: The University of Chicago Press. $1.

Griffin, Caroline S. Hints and Helps. 12mo, pp. x–179. New York: A. S. Barnes & Co. $1.

Harvey, James Clarence. Over the Wine and Nuts. 12mo, pp. 132. New York: H. M. Caldwell Co.

Hill, George Birkbeck, Letters of. Arranged by his daughter, Lucy Crump. With portraits. 8vo, pp. x.–296. New York: Longmans, Green & Co.

A teacher's life, and a scholar's, was George Birkbeck Hill's—uneventful, and yet, within its circle, one notable for a good stroke of work in making the world better for his sojourn in it. As a teacher, his personality and his knowledge were imparted to some thousands of young students; while as scholar, it has enriched the world of standard literature with an edition of Boswell's Johnson which no future editor seems likely to dislodge from its preeminence. His letters, here collected by his daughter, will interest all readers who care to know something of the man, his life, and his work from day to day.

Hitchcock, Frederick H. [Editor]. The Building of a Book. A series of practical articles written by experts in the various departments of Book-making and distributing. With an introduction by **Theodore L.** De Vinne. 12mo, pp. xiv–375. New York: The Grafton Press. $2.

Thirty-eight articles, each by a writer of experience in some one branch of the "book-building business," make up the contents of this volume. Mr. Hitchcock has arranged them in what may be called a chronological order. The man who writes the book, the author, naturally comes first (him Mr. Cable represents) and then follow, in due sequence, among others, the literary agent, the "manufacturing man," the printer, the binder, the paper-maker, the illustrator, the die-cutter, the engraver, the cover-designer (represented here by Amy Richards), the "advertising man," the critical reviewer (this article being by Walter Littlefield), the traveling salesman, the retailer, the auctioneer, the librarian (Arthur E. Bostwick), and the second-hand dealer.

Hohenlohe-Schillingsfuerst, Prince Chlodwig, Memoirs. Authorized by Prince Alexander of Hohenlohe-Schillingsfuerst and edited by Friedrich Curtins. English edition supervised by George W. Chrystal, B.A. Oxon. Illustrated. Two volumes. 8vo, pp. ix–405–519. New York: The Macmillan Co. $6 net.

The heralding of these memoirs as a great literary event and the fact that their publication was angrily denounced by the German Emperor have prepared the public for something in the nature of sensational revelations. The downfall of Bismarck and the actual relations that existed between the Iron Chancellor and the young Kaiser have been involved in much mystery, and it was hoped that at least some light would be thrown upon an episode that had baffled the curiosity of Europe. Such expectations, it must be acknowledged, will be disappointment. Prince Chlodwig has handled the delicate subject very gingerly. Indeed after reading that portion of the diary which relates to it one wonders why the Kaiser was moved to wrath at all.

With this exception the Memoirs are characterized by considerable freedom. Written in a crisp, epigrammatical style, they present some interesting flash-lights on

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the history of Europe during the most important part of the nineteenth century.

There is lack of continuity in the book, however. It is a pity that the Prince did not find the time to amalgamate his heterogeneous material into a uniform narrative. What a history of Europe in the nineteenth century he might have written.

Huling, Caroline A. Letters of a Business Woman to Her Niece. Frontispiece portrait. 12mo, pp. x–313. New York: R. F. Fenno & Co. $1.

Hyde, Henry M. The Upstart. Illustrated by Morgan. 12mo, pp. 332. New York: The Century Co. $1.50.

Mr. Hyde is a native of Illinois and a newspaper man. For seven years he was on the editorial staff of the Chicago *Tribune*, and at present is editor of *The Technical World Magazine*. Altho "The Upstart" is his first novel, he is favorably known as the author of a number of short stories dealing with phases of society in the West. The hero of the book, "Pat" McCormick, is the son of a reckless father in whose wasted life there is only one redeeming trait—the fact that he died for his adopted country. The son is ambitious, intelligent, and full of energy, put begins his struggle handicapped by the legacy of his father's evil reputation.

Mr. Hyde has written a novel that is interesting as a story and not without value as a "document" of that phase of American life that is seen in the Middle West.

Johnson, Willis Fletcher. Four Centuries of the Panama Canal. With maps, illustrations, and appendices. 8vo, pp. xix–461. New York: Henry Holt & Co. $3 net.

For four centuries the project of constructing a canal through the Isthmus of Panama has haunted the imagination of statesmen and engineers. We have in Mr. Johnson's work a complete history of the agitation and a clear statement of the actual conditions which surround the enterprise. The author has been a student of canal affairs since the time of De Lesseps. He has had access to intimate sources of information and has gone over the actual ground with Secretary Taft, to whom he dedicates the book. The views and information which he imparts may be regarded as authoritative.

Practical as the subject is in its main features, Mr. Johnson has succeeded in investing it with a certain air of romance. American engineers in the twentieth century, he tells us, are realizing the dreams of the Spanish adventurers of the fifteenth century. To Cortez and Balboa came the dream of connecting the oceans by a canal which "would make the King of Spain master of so many lands that he might call himself the Lord of the whole world." The value of the Isthmus for strategic and commercial purposes appealed also to a famous Englishman. In 1694 William Patterson, founder of the Bank of England, conceived the project of establishing an English colony on the Isthmus, an enterprise which he declared would secure for Great Britain "the keys of the universe, enabling their possessors to give laws to both oceans and become the arbiters of the commercial world." The words of the Spaniard and the Englishman are surely full of pregnant interest for Americans at the present time.

The author devotes a strong chapter to the refutation of Poultney Bigelow's attack upon the present management of the canal project. The story of the Panama Resolution is dealt with at length and the important negotiations with Colombia are given in detail. The author avers that the prodigious task has been well begun. While he does not attempt to minimize in the least the enormous difficulties that confront the engineers, he is convinced that the work will be crowned with success.

Kirkup, Thomas. A History of Socialism. Third edition, revised and enlarged. Frontispiece portrait. 12mo, pp. 406. London: A. & C. Black. $2.25 net.

Lambert, John C., D.D. The Romance of Missionary Heroism. True stories of missionaries with uncivilized man and wild beasts in all parts of the world. 39 illustrations. 12mo, pp. 345. Philadelphia: J. B. Lippincott Co. $1.50.

Mann, Arthur Sitgreaves. Prince Ivo of Bohemia. 12mo, pp. 84. New York: The Grafton Press. $1 net.

McIntyre, John T. Sketches, Skits, and Stunts. Small 12mo, pp. 204. Philadelphia: The Penn Publishing Co. 50 cents.

McIntyre, John T. With John Paul Jones. Illustrated. 12mo, pp. 358. Philadelphia: The Penn Publishing Co. $1.25.

McNaught, Rosamond Livingstone. Christmas Selections. Small 12mo, pp. 202. Philadelphia: The Penn Publishing Co. 50 cents.

Moore, N. Hudson. Deeds of Daring Done by Girls. Illustrated by Archie Gunn. 12mo, pp. 300. New York: F. A. Stokes Co. $1.50.

Morgan, Lloyd, LL.D., F.R.S. The Interpretation of Nature. 12mo, pp. 188. New York: G. P. Putnam's Sons. $1.25 net.

Muckenstrum, Louis. Louis' Salads and Chafing-Dishes. Narrow 8vo, pp. 113. Boston: New York: H. M. Caldwell Co. $1.

Nettleship, R. L. A Memoir of Thomas Hill Green. With a short preface especially written for this edition by Mrs. T. H. Green. Portrait. 12mo, pp. x–256. New York: Longmans, Green & Co.

Otis, James. Among the Fur Traders. Illustrated. 12mo, pp. 382. Philadelphia: Penn Publishing Co. $1.25.

Paullin, Charles Oscar, Ph.D. The Navy of the American Revolution. Frontispiece portrait. 16mo. Cleveland: The Burrows Bros. Co.

Payne, Will. When Love Speaks. 12mo, pp. 370. New York: The Macmillan Co. $1.50.

Pelxotto, Ernest C. By Italian Seas. Illustrations by the author. 8vo, pp. xiv–233. New York: Charles Scribner's Sons. $2.50 net.

Tho the title of this book is "By Italian Seas," it includes in its descriptions countries that are not strictly Italian. Dalmatia is a part of the Austrian dominions but for a long time was under the rule of Venice, and its art, civilization, and language are essentially Italian. Malta was formerly under the influence of Italy and Provence; and Tunis was Europeanized by Italians. All these picturesque countries are therefore bound together by a common sentiment of nationality.

The book opens with a description of the Italian Riviera, which, the author declares, is still almost an undiscovered country. It is hardly known to American tourists, altho it is one of the most beautiful parts of the whole Mediterranean coast. The climate is especially tempting. Its winter and spring are even milder than those of Nice, a fact that is due to the Apennines, which shut off the cold north winds. Of the resorts on the Italian Riviera, San Remo is by far the most famous. The new portion consists of a group of palatial hotels and villas surrounded by superb gardens. But attractive as the modern feature undoubtedly is, it is the old part of the town, perched upon a hill, that has most attraction for the tourist, and especially for the artist. The illustrations are reproductions of original sketches made by the author.

Rhodes, James Ford. History of the United States from the Compromise of 1850 to the Final Restoration of Home Rule at the South in 1877. 8vo, Vol. VI, 1866–1872, pp. xx–440; Vol. VII, 1872–1877, xii–430. New York: The Macmillan Co. $2.50 per volume.

The completion of Mr. Rhodes's work after the passing of nearly twenty years since the publication of the first volume is a notable event in historical literature. The work has the rare quality of being dispassionate and yet interesting. Perhaps it is just because in writing of a period within the recollections of many not yet old, he can be so dispassionate that he becomes so interesting. A peculiar claim certainly can be made on behalf of a historian who writes candidly and yet firmly of the burning of Columbia under General Sherman, the disputed Hayes-Tilden election, and the whole melancholy Reconstruction period.

Ross, Rev. G. A. Johnston, M.A. The Universality of Jesus. 12mo, pp. 124. New York: Fleming H. Revell Co. 75 cents.

Scott, G. Firth. The Romance of Polar Exploration. Twenty-four illustrations. 12mo, pp. 351. Philadelphia: J. B. Lippincott Co. $1.50.

Scott, Walter. Ivanhoe. 12mo, pp. xx–536. Boston: Ginn & Co. 65 cents.

Shaler, Nathaniel Southgate. From old Fields. 8vo, pp. 308. Boston: Houghton, Mifflin & Co. $3 net.

Skinner, Avery Warner. Selections for Memorizing. Required for Elementary Schools by the Education Department of New York State. 16mo, pp. 115. New York: Silver, Burdett & Co.

Stead, Richard. Adventures on the Great Rivers. Illustrated. 12mo, pp. 339. Philadelphia: J. B. Lippincott Co. $1.50.

Strang, Herbert. In Clive's Command. A Story of the Fight for India. Illustrated. 12mo, pp. 249. Indianapolis: Bobbs-Merrill Co. $1.50.

Stratemeyer, Edward. Trail and Trading Post, or The Young Hunters of the Ohio. Illustrated by J. W. Kennedy. 12mo, pp. xii–311. Boston: Lothrop, Lee & Shepard Co.

Sutherland, Allan. Famous Hymns of the World: Their Origin and Their Romance. With an introduction by Rev. Henry C. McCook, D.D., LL.D., Sc.D. Illustrated. 12mo, pp. xxii–409. New York: Frederick A. Stokes Co.

Symonds, John Addington [Editor and translator]. The Life of Benvenuto Cellini. With an introduction to this edition upon Cellini, artist and writer, by Royal Cortissoz. With reproductions of forty original portraits and views illustrating the life. Two volumes. 8vo, pp. xxx–360, 386. New York: Brentano's. $6 net.

A more satisfying edition of this classic autobiography does not exist in English. One may not always prefer Symonds to Roscoe, but in other senses the edition leaves nothing to be desired. Printed by the Merrymount Press, the illustrations vital to the text and well reproduced, and with the excellent essay on Cellini, as artist and writer, by Mr. Cortissoz, the edition will be much liked by all who love a book whose printing and binding rise to an excellence entirely fit for the text.

Thomas, Henry Wilton. The Sword of Wealth. 12mo, pp. iv–318. New York: G. P. Putnam's Sons. $1.50.

Train, Arthur. The Prisoner at the Bar: Sidelights on the Administration of Criminal Justice. 8vo, pp. xiv–349. New York: Charles Scribner's Sons. $2 net.

"The Prisoner at the Bar," the author asserts, is a figure little known to most of us, and much misapprehension is rife concerning the whole subject of the criminal and his relation to the machinery of justice. The object of Mr. Train's book is to give a concrete idea of the actual administration of criminal justice in large cities. The book is by no means an academic essay in criminology, but the result of actual observation and experience, the author having been associated for some years with District Attorney Jerome as prosecutor in the criminal courts of New York city.

Taylor, Joseph S. Composition in the Elementary Schools. 12mo, pp. vi–207. New York: A. S. Barnes & Co. $1.

Wilson, Floyd B. Through Silence to Realization. 12mo, pp. 190. New York: R. F. Fenno & Co. $1.

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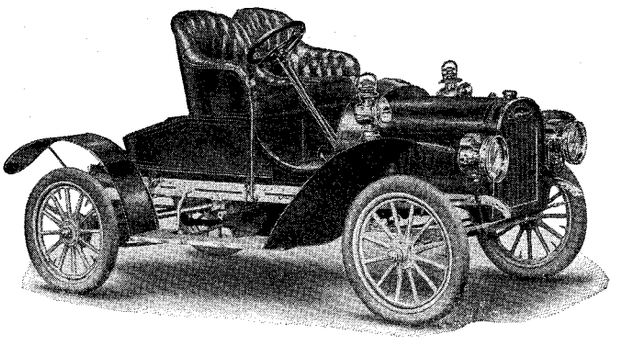
Rambler



Model 27, Price $950

Equipped with acetylene head lamps with separate generator, oil tail lamp, and 6-volt 60-ampere storage battery, $1,000

The ideal qualities of a touring runabout are reached in the Rambler Model 27.

In this is embodied the new Rambler unit power plant comprising a double opposed horizontal motor, planetary transmission and multiple disc clutch entirely enclosed with three-point support.

No moving part of the motor or transmission gear is exposed, and every part is entirely accessible from above.

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Be Your Own Judge
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A clear, simple, sensible Guide Book for the purchaser of a motor car, full of inside, accurate advice, saving you costly errors.

Whys and Wherefores of the Automobile

The average automobile buyer is confronted by a bewildering number of makers with innumerable claims to superiority. If you contemplate purchasing a car and are not a mechanical engineer much motor lore will be Greek to you. Read this book and you will know what to look for. It will enable you to avoid well intentioned advice, from ill advised friends and the wiles of the expert salesman's talk. It will fortify you with knowledge that may save you a costly and annoying mistake. Money back if unsatisfactory.

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CURRENT POETRY.

The Quiet Winter Fields.

BY ROBERT BURNS WILSON.

Sweet are the winter fields;
The quiet winter fields of brown and gray,
And white, and tawny yellow, like the manes
Of Asiatic lions; lonely plains
Of pleasing desolation, whence the yields
Of sumptuous summer have been borne away;
Long, silent lands—haunts of the wandering air
Which breathes out, sighing, from the woodlands bare;
How sad—how sweet, are they!

—*From the Outlook.*

At Sunset.

BY ARTHUR CHRISTOPHER BENSON.

How pure, how spare the hues that lie
O'er these wide plains, from sky to sky!
As tho some brush, of airy skill,
Had washed, had tinted, field and hill.

Soon falls the change; the daylight dies;
The dusk o'erbrims her boundaries;
The sun flares westward, fiercely rolled
'Mid purple islets ridged with gold.

Ah me, ah me! alike they fade—
Brief space of sun, swift lapse of shade;
The wistful eye, that saw and loved,
The heart so strangely, sweetly moved.

Yet, tho the creeping dusk enfold
My faint-hued hopes, my dreams of gold,
At last, her patient journey trod,
This trembling soul shall leap to God.

—*From The Daily Mail* (London).

The Night Watch.

BY GRACE ELLERY CHANNING.

O Watcher of the gates of Sleep,
Let not a word, a sigh, breathe through,
A sigh—a sound remotely blown,
Lest all my walls of Life fall down
Wind-swept before a shoreless Sea
That bears me with it, willing, free!
While Earth hath any right in me,
O Watcher of the gates of Sleep,
Let not my Dead return to me.

O Warder of the silent Hours,
What time the naked soul lies bare,
Keep better watch—lest one escape,
Lest haply through those gates there fare
One wandered from the sleeping Shape,
A truant seeking larger air,
A ghost more to the ghostly hours!

—*From Harper's Magazine* (December).

To Thomas Bailey Aldrich.

BY AUSTIN DOBSON.

At seventy years one well might choose
To pause in service to the Muse;
Nor counts it much for blame or praise
To him whose brow is bound with bays
If she be kindly, or refuse.

Least—least of all, we need excuse
The Bard who, backward-looking, views
But blameless songs and blameless days
At seventy years!

And yet, Sing on. While life renews
Its morning skies, its evening hues,

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Still may you walk in rhythmic ways,
Companioned of the lyre whose lays
None—in this tuneless time—would lose
At seventy years!

—*From The Outlook.*

MOTOR MISCELLANY.

The Automobile and the Average Man.—Mr. Harry B. Haines in the January *Review of Reviews* (New York), discusses the automobile as a means of conveyance for men of only moderate-sized purses. He points to the rapid increase in the use of the horseless vehicle among this class as indicative of the permanency of this kind of locomotion; as showing, that is, that the automobile is no fad, but has become almost a necessity, even to the average man. He includes, however, some impartial advice for the prospective purchaser, and warns him "that even tho he buys a runabout—the smallest type of motor, carrying the driver and one other passenger—he is not going to be able to keep the car in operation for $5 or $10 a month." "It may be possible," he continues, "for a man with a small car, who motors modestly, to get along with an expense of $20 or $30 a month if he has good luck and handles his car carefully and considerately, but the average cost of maintenance will be from $50 to $300 or even more a month." After citing actualfigures from his own automobile experience, the writer compares the cost of maintenance of a small private stable with the expense of an automobile giving equal service. To quote:

Usually when a man abandons horses and takes up automobiling, four or five horse-drawn vehicles are displaced. The average well-to-do stable will contain a buggy or runabout, a surry, a depot wagon, coupé or other closed carriage, and a trap. The man with the motor makes his car perform the services of all these. The steady increase in the sale of automobiles may preclude the purchase and use of about 150,000 horse-drawn equipages in 1907.

It is my intention to compare the average cost of keeping the two most popular types of automobiles with the average expense of keeping horses and vehicles, in order to arrive at their relative efficiency.

Leave the man who buys the $10,000 or $12,000 car out of the question, for the item of cost does not

A BANKER'S NERVE

Broken by Coffee and Restored by Postum.

A banker needs perfect control of the nerves and a clear, quick, accurate brain. A prominent banker of Chattanooga tells how he keeps himself in condition:

"Up to 17 years of age I was not allowed to drink coffee, but as soon as I got out into the world I began to use it and grew very fond of it. For some years I noticed no bad effects from its use, but in time it began to affect me unfavorably. My hands trembled, the muscles of my face twitched, my mental processes seemed slow, and in other ways my system got out of order. These conditions grew so bad at last that I had to give up coffee altogether.

"My attention having been drawn to Postum Food Coffee, I began its use on leaving off the old kind, and it gives me pleasure to testify to its value. I find it a delicious beverage; like it just as well as I did coffee, and during the years that I have used Postum I have been free from the distressing symptoms that accompanied the use of coffee. The nervousness has entirely disappeared, and I am as steady of hand as a boy of 25, though I am more than 92 years old. I owe all this to Postum Food Coffee." Name given by the Postum Co., Battle Creek, Mich. "There's a Reason." Read the little book "The Road to Wellville" in pkgs. All grocers.

The same thing that makes a Franklin the best winter car, makes it the ablest car every day in the year.

Franklin air-cooling has nothing to freeze; no plumbing to mend; no thawing out or warming up to do, but maintains a perfect cylinder-temperature from the first explosion—on the coldest day, in the hottest weather, and under the hardest driving.

On smooth roads or on rough and heavy mountain grades, through snow, sand or mud, Franklin air-cooling always means great and ready motor-efficiency, relieved of needless weight and thus transformed into the highest ability at the lowest operating-cost and tire-cost. And the light weight Franklin jar-absorbing structure means full power usable on all roads, and a luxury of speed and comfort not known in any other car.

"Motoring Luxury," the subject of the latest 1907 Franklin Catalogue, is not mere upholstering and appointment. It is absolute comfort and enjoyment on long tours, freedom from annoyance, unhampered use of power. Send for this handsome and clear-thinking book, also for Whitman's clever story "Across America in a Franklin."

Shaft-Drive Runabout $1800 **4-cylinder Touring-car $2800**
4-cylinder Light Touring-car $1850 **6-cylinder Touring-car $4000**

Prices in standard colors and equipment, f. o. b. Syracuse.
Special upholstery, equipment and colors, extra.

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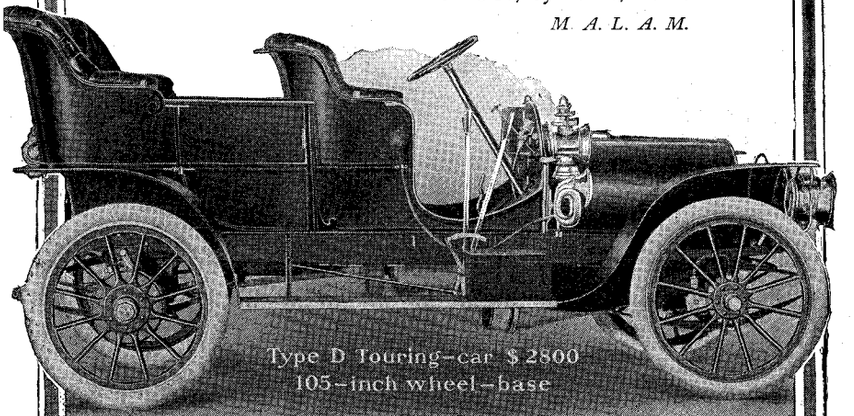

Type D Touring-car $2800
105-inch wheel-base

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to Manufacturers of Automobiles and Automobile Accessories on the inside third cover page of this issue. It is cooperative publicity of the highest efficiency

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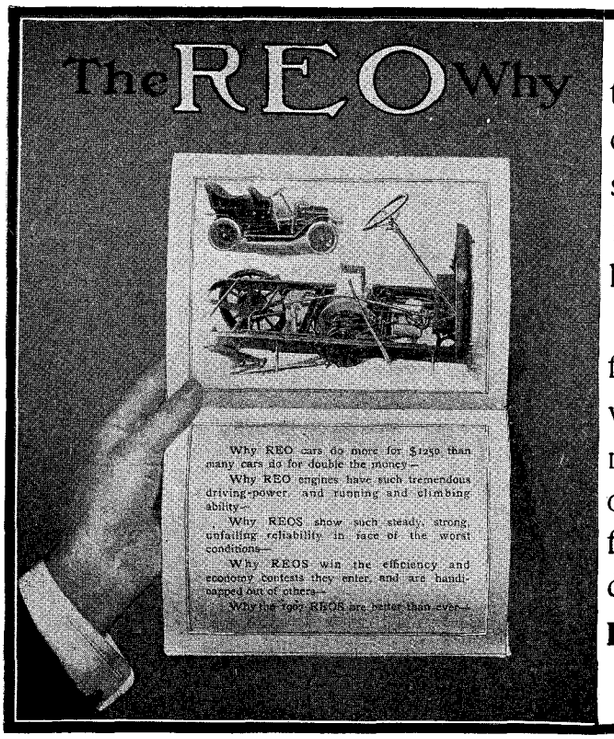
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Why REO cars do more for $1250 than many cars do for double the money—
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Why the 1907 REOS are better than ever—

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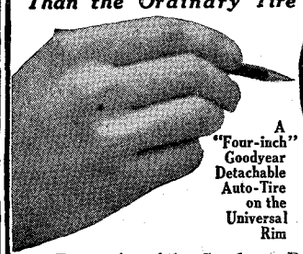
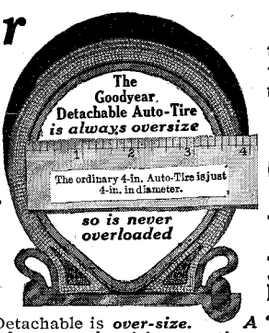
The Goodyear Detachable Auto-Tire is
15% Larger
Than the Ordinary Tire




The Goodyear Detachable Auto-Tire is always oversize
The ordinary 4-in. Auto-Tire is just 4-in. in diameter.
so is never overloaded

EVERYONE knows that the larger the tire in proportion to the weight of the car, the less trouble that tire gives.

The Goodyear Detachable is Never in Trouble

Every size of the Goodyear Detachable is ***over-size.*** ***A "four-inch" Goodyear Detachable is actually 15% larger than any other 4-in. auto-tire on the market. All other sizes in proportion.*** That means that, if your car is over catalogue weight, or if you want to add heavy accessories to the car, the Goodyear Detachable will carry it, ***without trouble***—without tire-strain, without puncture, without sand-blisters, ***without any*** of the hundred-and-one ***evils*** an overloaded tire develops. Running an overweight car on an undersize tire is like using a garden hose on a fire-pressure hydrant. It may not break ***at once,*** but it may be expected to give out in weeks, where if not overstrained, it would last YEARS. In the tire's case, it's because the ***overweight*** causes ***over-wear, over-heating*** and consequent quick disintegration.

You Won't Overload the Goodyear Detachable because it is always "big enough to take care of itself." It is invariably **15** per cent larger in diameter than specified, and that one fact saves **99** per cent trouble. The Goodyear Detachable has other virtues—**guaranteed** not to rim-cut, for instance. Our book "How to Select an Auto-Tire," tells all about them all. Write for it.

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figure with him, and take the typical American car costing from $2,500 to $4,500. The machine would probably be purchased by a man of comfortable income, who, if he lived in the city, would not own a team of horses, but if his home was in the country would have a stable. The first-class American car seats from five to seven people. It has an engine of from 22 to 40 horse-power and is capable of a speed varying from 5 to 45 miles an hour. The average depreciation of an American car seems to be about 50 per cent. in two years.

The car that costs about $2,600 is by far the most popular, and I shall take that as a basis. Gasoline will cost, say, 20 cents a gallon, and will give 10 miles to each gallon. This would make our gasoline cost us $120. Three hundred dollars additional may be added for tires. This sum may be too high or far too low, depending on luck and management. A man with a car of this type would probably keep a chauffeur paid $25 a week, who would make most of the adjustments and repairs on the car. The yearly expense would figure about as follows:

Depreciation on car	$650
Tires	300
Gasoline	120
Oils, carbid and other supplies	100
New parts and repairs	100
Chauffeur's wages	1,300
Interest on investment at 5 per cent	125
Insurance, fire and liability	100
Total	$2,895

A horse-owner of equal means would probably keep a team and have at least two carriages and a coachman. Stabling expense is not included, as storage for the automobile was omitted. The annual expense would foot up about as follows:

Depreciation in horses	$100
Depreciation in carriages	100
Depreciation in harness	21
Feed at $30 a month	360
Shoeing	60
Clipping	6
Veterinarian's services	10
Coachman at $60 per month	720
Interest on investment at 5 per cent	80
Insurance	20
Total	$1,477

It may be seen that there is a balance in favor of the horse of just about half, or $1,412. But in order to get to a really satisfactory comparison we must examine the utility of the two, and the amount of ground each can cover. A team of horses averaging 20 miles a day would be doing phenomenal work. This would give them a mileage annually of 7,300 miles. The range of an automobile would be 60 miles a day, or 21,900 miles a season, presuming that both were driven every day. This is three times the work of the horses, at about double the cost, still leaving the automobile a 33⅓ per cent. margin of economy.

Next let us consider the man in more moderate circumstances, who would keep a single horse and carriage at a livery-stable. Such a man would probably go in for a runabout automobile costing from $650 to $1,000. His car would be from 6 to 12 horse-power and would seat two persons. This would be a fair average of expense:

Depreciation of $1,000 machine	$250
Tires	100
Gasoline	50
Supplies and incidentals	50
Repairs and adjustments	75
Storage	150
Total	$675

The chauffeur is presumably eliminated. In the case of the horse we will presume that it is kept at a livery-stable:

Depreciation of horse, carriage, and harness	$110
Board at livery-stable, at $25 a month	300
Shoeing	30
Clipping	3
Veterinary	5
Total	$448

Here the horse wins again by $227, but we can safely figure the efficiency in miles of the car as

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three times as great as that of the horse, altho it costs only about one-third more.

A Trip through Northern Hungary.—Some of the possibilities of the motor for the tourist who wishes to "do" the most picturesque spots of the Old World are depicted by Mr. Felix J. Koch, who tells in *Motor Way* (Chicago) of the charms he unearthed in "darkest Hungary." Far to the north of Budapest, among the hills of the Tatra range, there are roads as yet unexplored, we are told, which possess all the qualities necessary for delightful motoring. Of the many beauties of this land we are assured by the writer. He describes it in this manner:

One may reach the Tatra with his machine, by rail to the town of Kassa, whence the roads lead on to Poprad, the gateway to the mountain-land. Thence on, the country becomes picturesque and interesting. At first it is unique in its softness. For miles and miles an upland prairie rolls, purple, brown, red, and yellow with the heather, but sloping so softly as to take on an appearance of velvet, that has no parallel in Europe at least. After that the way becomes steep, and the mountains grow blue on the horizon.

The motor-car is yet new to the land, and one may picture the villagers coming out to stare at the intruder. Kindly, simple-hearted, generous folk they are, and, curiously enough, Germans to the core. To the American motorist this will probably come as a welcome relief, after travel over Hungary, unless he be proficient in the Magyar. Over Hungary so intense is the hatred of Austria that a stranger on the streets asking a question in the German will be snubbed, or given no answer whatsoever, while to a question in French the most of the Magyars are unable to extend a reply.

At the heart of the Carpathians, however, there exists happy relief. Centuries ago one of the great kings of the Magyars called in the Saxons to assist him in repelling an invasion, and as reward for their help granted them certain privileges, which have remained intact ever since. Much like the

NEVER TIRES

Of the Food That Restored Her to Health.

"My food was killing me and I didn't know the cause," writes a Colo. young lady: "For two years I was thin and sickly, suffering from indigestion and inflammatory rheumatism.

"I had tried different kinds of diet, plain living, and many of the remedies recommended, but got no better.

"Finally, about five weeks ago, mother suggested that I try Grape-Nuts, and I began at once, eating it with a little cream or milk. A change for the better began at once.

"To-day I am well and am gaining weight and strength all the time. I've gained 10 lbs. in the last five weeks and do not suffer any more from indigestion and the rheumatism is all gone.

"I know it is to Grape-Nuts alone that I owe my restored health. I still eat the food twice a day and never tire of it." Name given by Postum Co., Battle Creek, Mich.

The flavor of Grape-Nuts is peculiar to itself. It is neutral, not too sweet and has an agreeable, healthful quality that never grows tiresome.

One of the sources of rheumatism is from overloading the system with acid material, the result of imperfect digestion and assimilation.

As soon as improper food is abandoned and Grape-Nuts is taken regularly, digestion is made strong, the organs do their work of building up good red blood cells and of carrying away the excess of disease-making material from the system.

The result is a certain and steady return to normal health and mental activity. "There's a reason." Read the little book "The Road to Wellville" in pkgs.

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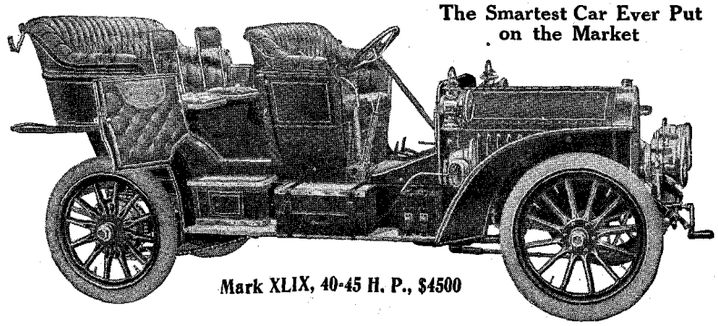
The Smartest Car Ever Put on the Market



Mark XLIX, 40-45 H. P., $4500

SMARTNESS of style—the most graceful outlines and proportions—have received the same expert attention in the Columbia Gasoline Cars for 1907, as strength and perfection of mechanism.

They are the cars for those who demand artistic appearance as well as reliability, smoothness of operation, and speed.

The designing, and manufacturing ability of the largest and best equipped exclusive automobile factory in the world has been centered on two Gasoline Models to make them leaders in all respects.

In 1907 Columbia four-cylinder cars, both 40-45 H. P. and 24-28 H. P. models, Chrome Nickel Steel will be found *in fact* as well as in name. Practically all the genuine crucible-made Chrome Nickel Steel produced in America for Automobile use was secured for the Columbia Cars. The use of this, the toughest steel yet made, places the two Columbia models in the lead of American cars, and in the class with the very best of European manufacture.

Write for separate catalogues of Columbia Cars, Columbia Electric Carriages, and Columbia Electric Commercial Vehicles. A demonstration may be arranged by appointment with our nearest representative.

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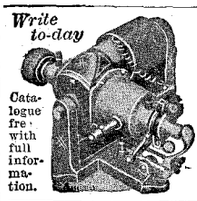
We shall exhibit at Madison Square Garden, New York, January 12th to 19th, 1907, and at the Coliseum, Chicago, February 2d to 9th, 1907.

Write to-day



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Gas Engines without Batteries.

No other machine can do it successfully for lack of original patents owned by us. No twist motion in our drive. No belt or switch necessary. No batteries, whatever, for make and break of jump-spark. Water and dust-proof. Fully gaaranteed.

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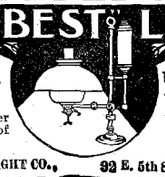

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¶ Wouldn't you like to get a motor-car for nothing—or, at most, at the cost of but a little mental effort?

¶ This motor-car, among a number of other prizes, is offered as the *first prize* of a contest in MoToR, the National Magazine of Motoring.

¶ In MoToR are published the pictures of ten different makes of well-known motor-cars, without names. The person who correctly names the largest percentage of cars in the entire contest, wins the motor-car; the person naming the second largest percentage wins the second prize, etc. In case of ties prizes will be evenly divided.

¶ This contest is open to *every one*, whether subscribers for MoToR or not.

¶ Many persons think they can recognize the make of any car at sight. This is an opportunity for you to test *your* skill.

¶ How many times have you heard some one say, or said it yourself for that matter, "There goes a Maxwell"; "Here comes a ——"; etc.

Send for Sample Copy of MoToR Now

and try to win the motor-car. MoToR is the great National Magazine of Motoring. No matter what you want to know about motor-cars, their parts or accessories, MoToR is the most reliable source of information. Every issue of MoToR contains descriptions of cars, parts, accessories, etc., touring articles, useful information, all well printed and handsomely illustrated. MoToR's advertising pages—as important to the reader, particularly the prospective buyer, as the text pages—contain the announcements of all the standard manufacturers of cars, parts and accessories, etc., in the world. Send for a sample copy now, or, better, accept this

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For the enclosed one dollar, send me MoToR for 6 months, as a trial Subscription.

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If You Want a Pen Free From Troubles. If you want a pen whose barrel is all one piece with never a joint to ooze ink, gum up, stick fast, etc., a pen with a feed stem of special design that makes the first or last drop write perfectly with no halt or blotting; a pen with a perfected cap that cannot smear ink on barrel; one with simplicity and accessibility of parts—one that is opened instantly for filling by merely a pull of the "lip," and quickly cleaned without soiling fingers; if you want a pen that writes well, lasts well, looks well, and behaves well, *all the time*—then buy this perfected Hicks Sackett pen. Made of handsomely chased vulcanized rubber or with gold mountings.

Write for our FREE BOOKLET. We will send the pen postpaid, on approval, upon receipt of price. Guaranteed for one year by a house with a half century's reputation.

Pens from $2.50 up according to style and mountings.

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Moravians who came to our own country. these folk preserved language and customs unaltered, and so to-day, at the heart of Hungary, one finds a life such as the motorist will meet in the heart of Germany. . . . . .

Kindly and hospitable to the traveler is this land. Great, wide barns, joined to the dwelling by a wall, will shelter his machine while he may stop in the inn, with the two clumsy beds on the side of the oven—where the family bread is baked—and with a cradle in one corner, in which, when there are no infants in the family, the bread is set to rise.

And his servitors are the peasant-women, the daintiest in all Europe, excepting only the Herzegovines, as concerns their costumes. In Rumania the women take to lavender and blue; in Servia, a maroon and brown are the favorites. Bulgaria fancies red, and the Turks combine red, blue, and black, but in the Tatra region of Hungary pink has been chosen, and the women wear short skirts of the latter color, with a waist of a deeper shrimp, on which a flower pattern of rose will be worked. Embroideries are added in the winter—threads of lavender or of yellow; and these costumes, with the 'kerchief bound about the head, make one wish ever that color photography had been perfected and that his stock of plates was inexhaustible.

No less picturesque are the men of these uplands. Lumbermen they are, for the most part, and when the motor spins down their roads they will draw the ox-teams to one side and take off their hats, broad hats with the brims turned up, like those of the Spanish bull-fighters, a humble salutation, as we pass. Now and then there will be a landau go by, with its guests for the summer hotels beyond, and at first distant warning of the motor car's approach, the men will dismount, and cast their coats about the horses' heads as they do when the trolley passes.

The roads are splendid. In fact, Hungary can give America a number of pointers along this line. Of loam, resting on the solid rock of the mountain, usually with trees planted along their edges, where the forest itself does not survive, and with troughs at frequent intervals, for the oxen and horses, the roads are models of their kind. The grades, where the ascent is made, are easy, and, to lend safety, great boulders are set at the edges, as they are far to the south, among the peaks.

At the termini, in this summer country of Hungary, hotels that equal any of our own await. Built in the Swedish style, with fountains, gardens, and châlets, they, too, tempt to explore. Curious baths—of mud, pine-needles, and native herbs—are to be had, and after these, to invigorate, and stretch one's limbs from the long ride, there are walks through virgin forest, where one plucks the huckleberry and ripe wintergreens from the wayside, or nibbles a mushroom, of which the Magyars are so fond. Birds are plentiful, and their songs rise over the murmur of the cataracts and the steady roar of the distant falls.

From Poprad to Csorba there is a delightful stretch of this sort of country, and there—the motor car safe in the hotelier's care—one may go by narrow foot-path through the forest to the Popper See, and sleep in the shadow of the bleaker mountains. Just outside one's room there is the lake lashed into fury by the storms that brew eternally here, and dashing one's panes with spray again and again in the night-time. Other paths then take one on up toward the roof of the world, to "seas," as they are called, frozen over ten months of the year; to chamois ledges, and to peaks where mirages and rainbows, snow and even slight glaciers, await the mountaineer's pleasure.

It is a delightful summer country, this mountain-land of Hungary.

Budapest, the capital, too, is the motorist's paradise. Broad boulevards of asphalt, with the car-tracks set at either side, so that the center may be given over to travel; with sidewalk cafés innumerable, where one may stop to slake one's thirst with the Mocha, the great drink, here, as in Turkey; quieter streets, in the residential portion of the city, the "Chicago of Europe" they call it, tho it resembles Philadelphia more closely—and country lanes leading down along the Danube, so that, if one would, he might follow the stream on down to Orsova and the Iron Gates. The Danube, however, once past Budapest, is hardly attractive. Through wide, low plains, rich in grain, and in herds of the Cape buffalo—the beast of burden

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of Hungary—the Tawny River, blue only under exceptional skies, winds, curving, sleeping in its bed, toward Servia, Bulgaria, and on to the sea. Only the picturesque villagers, and the gypsies, who throng the roads, begging for sugar and kreuzers, and the occasional glimpse into native life at some wayside inn, repay for this motor spin.

Away toward the east, in the Transylvanian Alps, the land Jokai wrote about, there are other worlds for the motor-car to conquer. Especially in the late autumn, when the mountain forests are coloring, is Transylvania beautiful. Quaint churches, quainter fetes upon the common, and the curious dress of the peasantry, combined with rugged landscapes, and, again, good roads, make one wonder, instinctively, why the motor-car has not penetrated into this region long before.

Comparison of Alcohol and Gasoline.—The probable popularity of denatured alcohol as a fuel for motors is discust editorially in *The Horseless Age* (New York). The United States Government has made extensive preparations not only for controlling its manufacture and sale, but also for advancing its practical application. Therefore, concludes this paper, it is probable that the new motor fuel will come rapidly into use. Its limitations and advantages are thus reviewed:

As from present appearances the greatest difficulties in the use of alcohol seem to be in starting the engine, it is to be hoped that users of engines which need to be stopt and started only at long intervals will first adopt this fuel. If the majority of stationary gasoline engines used for shop-driving, for driving dynamos, etc., were to be operated on alcohol, it would have a marked effect on the consumption of gasoline. There is, however, hardly a line of application for which alcohol is to be so strongly recommended as for marine motors. Its greatest advantage for this particular purpose resides in its comparative safety. Gasoline floats upon water and when ignited forms a sheath of flame, while alcohol mixes with water and does not burn under these conditions. There has hardly been an important motor-boat race of recent years when at least one of the competing boats was not destroyed by fire, and the risk involved in carrying big quantities of gasoline on board a lightly constructed boat is too evident to need further argumentation. If alcohol should become the standard fuel for motor-boats it would further greatly reduce the demand for gasoline, and it would perhaps not be too much to expect that competition between the two fuels might force the price of gasoline down again to some extent.

The experiments which have been made with alcohol as a motor fuel in this country since the passing of the duty-free alcohol law have repeatedly been reported as showing an increase in the power of the motor, as compared with what is developed when gasoline is used as fuel. Owing to the higher thermal efficiency of motors using alcohol and specially built to use this fuel under the most favorable conditions, it is not at all impossible that a motor of given dimensions should sometimes develop greater power with alcohol than with gasoline, in spite of the fact that a given quantity of alcohol contains much less heat energy than the same quantity of gasoline. However, it is to be presumed that if alcohol generally gave appreciably greater power than gasoline, it would have been more used in races and hill-climbs abroad. It has been used to some extent in contests, but only when special prizes were offered for alcohol-driven vehicles. Its possibilities in this respect may, therefore, be regarded as fairly well known to foreign manufacturers, and that they do not employ it in general competitions seems to warrant the conclusion that in this respect it offers no advantages.

Scotland for the Automobile Tourist.—An attractive rendezvous for tourists, which is at the same time easily accessible to the automobile, is the town of Oban, in Argylshire, on the west coast

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AN OPEN LETTER

Much has been printed about the life insurance business during the past year Let me call your attention at this time to a few things regarding The Equitable Life Assurance Society.

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The Society has complied with the new laws of the State of New York with exact preciseness. These laws provide every safeguard that a wise Legislature could devise to protect policyholders. They restrict the investments of life insurance companies. They provide that expenses shall be kept within proper limits and control the cost of new business. They prevent rebating and political and other blackmail. They prevent many questionable things that insurance companies have done heretofore.

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We want new policyholders. We want new agents, both men and women, but none except energetic, able and truthful men and women need apply. For such there is a splendid opportunity.

A life insurance policy runs longer and means more to the average man than any other contract he ever makes. Therefore the necessity for great care in selecting a company in which to insure or a company to represent. Safety and strength are paramount to everything else. We intend to keep the Equitable the safest and strongest company in the world.

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Are you at a loss to think of ways in which to entertain your friends?

Entertaining attractively *is* difficult, but we are sending the solution to the vexing question free to those who write for it. Our book "Entertaining with Cards" pictures and describes many novel and delightful ways to entertain.

For instance, it suggests this form of entertainment so appropriate to Washington's Birthday:

Let your invitations be dainty cards bearing a small silhouette or sketch of George Washington and the following:

"Come, ye dames of highest station,
Come, ye maidens young and fair,
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Lend your graces,
Flashing eyes,
Bepowdered hair.
Lend your wit, your smiles, your laughter,
Beauty spots and
Dimples rare;
'Tis the nation's
Father's birthday,
Patriots, dames and maids
be there."

Guests may be asked to attend "en costume" if you choose. Colonial or patriotic decorations present a pretty effect in the home.

The tally cards may be painted to represent big red cherries, or paper hatchets may be used with red, white and blue stars for scoring.

An effective center-piece for the refreshment table is a miniature tree laden with artificial cherries. In a gash in the tree a tiny hatchet may be placed. The menu may include cherry punch and ices, brandied and conserved cherries for garnishing, hatchet-shaped sandwiches, salad in cocked hats, etc. For prizes, silhouettes of George and Martha Washington—a burnt-wood photo frame or fruit bowl decorated with cherries, Martha Washington plate—or in silver, a copy of the Washington candlesticks, sugar bowl, cream pitcher, salt cellar, tray, cuff buttons or sword.

Congress Cards used at the head table should be George and Martha Washington backs, and at the various other tables other Colonial and Indian backs should be used. You should use Congress Cards, which are designed especially for such entertainments and reflect the dainty art of Colonial days. You should use Congress Cards because Congress Cards are made to please observant people who understand and appreciate the "fitness of things"—Congress Cards, because they possess a playing quality which is necessary to good entertainment—Congress Cards because they please people who abhor clumsiness and can easily avoid it with Congress Cards.

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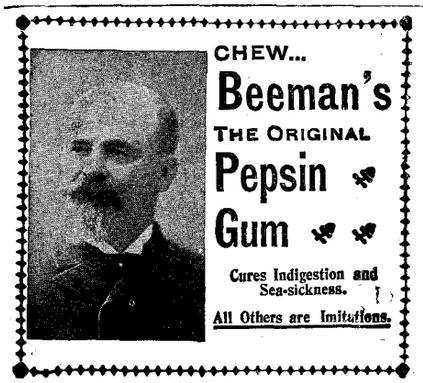

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of Scotland. *The Automobile Magazine* (New York) sings loudly the praises of this resort, which it says is "one of the most picturesque places in the whole of Scotland." We read:

The town lies along the brow of a deep and sheltered bay in the Firth of Lorn, opposite the Island of Kerrera, a most beautiful location, with many places of fascinating historical interest in the glens and mountains within easy reach.

Oban is both a summer and winter resort of hypochondriacs and health-seeking people. The place is also an entrepôt for receiving Highland products and for sending out supplies necessary to keep people alive in the mountain glens, haunts of storms and life-exhausting winter weather.

These West Highlands are a chaos of shapeless mountains, torn into fragments by the stupendous forces of sea-waves, dashing rains, and eroding frosts. yet their weirdness and heterogeneousness are impressive to the beholder. The passions of inanimate nature have been waged hereabouts so tumultuously that one naturally expects to hear that the human denizens have been wild warriors and truculent neighbors, which they certainly were.

Yet this region was the first in Scotland to receive the teaching of Christianity. Perhaps the early missionaries who preached the Christian Gospel thought this region needed it most. Be this as it may, it is certain that Columba, an Irish Christian missionary, took up his abode on Iona, a small isle near Oban, as early as 563. He is said to have built a church which was the rallying-point and refuge of early Christian teachers, and was afterward destroyed by the piratical Norsemen; but other churches were built later and the isle is now famous for ecclesiasitcal ruins and relics. From here Christianity was spread all over Scotland, and a few centuries later a powerful delegation of the Irish then called Scots, who had sent the glad tidings into Scotland, came along across the intervening estuaries and took possession of the country. There had been an aboriginal race on the land called Picts, who were soon crowded out of home and holding or absorbed by the Irish-Scots immigrants.

The chief of these immigrants, sometimes called robbers and pirates, built a strong castle on an isolated rock on the mainland and made it his military and subduing headquarters. The name of this stronghold is Dunstaffnage Castle, to-day quite a formidable ruin. After a time the descendants of the warrior chief became kings with need for extended room to sustain themselves and followers. That necessity, ever the mother of invention, found means to transport a powerful part of the colony to Perthshire in the heart of Scotland, where the king-desiring tendencies were nurtured by the products of a fertile country.

The Irish missionary-pirate immigrants took possession of Scotland, sure enough, and gave it their name. By combination with other tribes and races they laid the foundation of a nation which eventually fought the conflict for popular freedom against kingly and aristocratic autocracy. Scotland and the world owe much to the Irish immigrants, who, knowing a good thing, took possession and held on.

An automobilist staying in Edinburgh or Glasgow can make a trip to Oban without more than two or three days' loss of time, and the scenery going there from either city will well repay the trip.

City Traffic and Farm Work of the Automobile.—"The strong points in the freighting work of the automoible," says a writer in *The Automobile Magazine* (New York), "are fully as numerous and prominent as they are in the passenger service." The various uses to which the electric truck and the steam-traction automobile may be adapted are outlined thus by the writer:

In the large cities the electric delivery-wagon has no equal for delivering groceries and other merchandise. It is, indeed, so convenient and expeditious that after an employee has used it a while he can not be hired again to drive a horse, unless he is in urgent need of a job. He finds the horse too slow, too uncleanly, and too troublesome. The fact is that he

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has outgrown the horse during the short time that he used the electric automobile.

For heavy freighting there is nothing equal to the electric truck and traction vehicle. The electric truck not only hauls the enormous load of ten or fifteen tons, but is also equipped with an electric hoist for loading and unloading heavy articles. It is indeed so useful and so economical that in the large, progressive cities it has already practically superseded the horse; and in the smaller places, where electricity is not yet so available, the gasoline truck is rapidly taking the place of the draft animal and the beast of burden. For logging and certain other country freighting, as may be seen by the pictures, the steam-traction automobile is hauling a long train of heavily loaded freight trucks on a common highway or on no road at all.

For extensive farming and gardening, the traction automobile stands preeminent. Its tractive power, as may be seen by the accompanying illustrations, is indeed marvelous. One traction motor draws over the ordinary farm land a plowing outfit that plows, sows, and harrows, all at the same time, a strip 36 feet wide, finishing from 60 to 80 acres per day. When the grain is ripe, the traction automobile is again hitched to a large combined harvesting and threshing outfit that cuts, threshes, and sacks, all at the same time, from 100 to 125 acres of grain per day; and all without much human effort. The machine, instead of the human hand, does the work.

The traction automobile is also well adapted for extensive gardening. The size of the traction vehicle can, of course, be adapted to the lay of the land, the nature of the soil, and the size of the farm or garden. . . . . .

It is true that most of the present traction automobiles used for farming, logging, country freighting, etc., are still of the steam type. But this need not continue to be so. In many cases gasoline would be much more convenient and economical, and, with an adequate distribution of good hydro-electric power plants (power plants that generate electricity with water-power), electricity would be much better than either steam or gasoline. . . . . .

With good electric conveniences the efficiency of these traction automobiles would even be much greater, for no water and fuel would then have to be hauled and admitted into the engine, and the storage battery of the electric type can be recharged when the driver is eating and sleeping.

Extensive farming and gardening in the near future will therefore no doubt consist principally of automobile-riding, which can be conveniently performed by women as well as by men. The farmer, sitting in his comfortable automobile cab, hitches his traction vehicle to the large plows, trucks, harrows, seeders, self-binders, headers, cultivators, corn and potato planters, or any other farming implement that he wishes to operate. When he finds it too cool, the electric current can warm his cab; when too dark, it can light it.

140,000 Motor-cars Registered in the United States.—From figures compiled by the Auto Directories Company of New York, *The Horseless Age* (New York) gives the total of registered cars in this country as 140,000, distributed among the States as follows:

New York, 35,125; New Jersey, 25,507; Massachusetts, 17,299; Pennsylvania, 13,899; Ohio, 8,000; Indiana, 3,994; Connecticut, 3,900; Michigan, 3,473; Maryland, 2,611; Wisconsin, 2,578; Iowa, 1,987; Rhode Island, 1,714; Minnesota, 1,700; District of Columbia, 1,579; Maine, 1,364;

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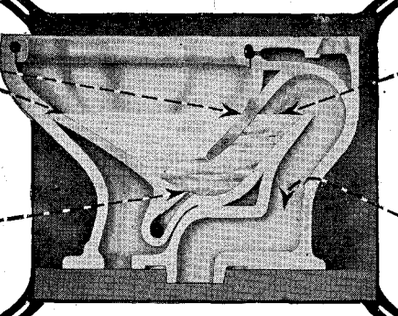
What to Demand in a Closet


Absolute cleanliness assured by water capacity and width of water surface in bowl.
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Water jet at bottom of bowl, which cleanses the inside of the trap, and insures bowl being absolutely washed out.
Vacuum chamber into which entire contents of bowl are drawn by syphonic action.

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The Sy-Clo Closet overcomes the offensive and dangerous faults of the common closet of the wash-out variety by its syphonic action. In addition to a copious flush of water from above, a powerful jet of water enters at the bottom of the bowl. This starts the flow of water over the retaining rim into the soil pipe, where a vacuum, or suction is formed, into which the entire contents of the bowl are drawn. If *your* closet merely empties without thoroughly washing the bowl, replace it with the

Sy-Clo

TRADE MARK

The Sy-Clo Closet as shown by the illustration of the sectional view, is formed in a single piece—fine hand-moulded china—without a crack or crevice where impurity can lodge. Unaffected by water, acid or wear. No enamel to chip or crack. If *your* closet is different in any respect, it is unsafe. Replace it with the Sy-Clo.

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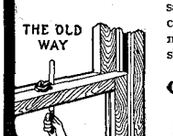

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New Hampshire, 1,253; Kentucky, 1,200; Missouri, 1,200; Nebraska, 1,050; Delaware, 1,000; Vermont, 847; Tennessee, 734; South Dakota, 598; Washington, 548; Virginia, 524; Oregon, 355, and Florida, 268.

Wayside Advice.—That even automobiles will not always "stand without hitching" is urged by *The Automobile* (New York) as reason for greater care than is usually shown by chauffeurs who leave their machines with no one in them to "hold the reins." Examples of carelessness in this particular are cited and a few words of advice to the careless are added. Says *The Automobile*:

Next to the tales of accidentally burning the car that are becoming so increasingly numerous, mishaps arising from leaving the gears in mesh when it is standing are coming to form a class of their own almost equally important as well as equally unnecessary. The individual who "didn't know it was loaded" is always with us, and the car left standing at the curb with its motor humming softly and nothing but the emergency-brake connection holding the clutch out of engagement is as shining a mark for him as the disused gun. The power of doing damage locked up in either does not differ greatly. To cite but one or two instances, there may be recalled the case of the man who left his car in this condition in an alleyway, facing a blank brick wall. His two young boys began to play about the car, and while one of them stood in front of the radiator the other released the emergency-brake lever. The car shot ahead, picking up the other boy on the end of one of the dumb-irons, and crushed him against the wall. The car held him fast for several minutes and he was dead before he could be released.

In the second case an agent's driver left a car this way at the curb facing one belonging to another agent and which stood about fifty feet away. One of the usual type of hangers-on about the garage began to monkey with the side levers and before he realized what he had done the car started off at a good pace down the avenue. It brought up against the second car with a crash, and the resulting damage led to legal proceedings in which the plaintiff was worsted owing to the non-liability of the defendant for the acts of the irresponsible person who was the moving cause of the damage. The moral is simple. In this day of reliable and easily started motors there is every reason for bringing the motor to a stop every time the driver has occasion to leave his seat, if it be only for five minutes. Attempting to get under way from a standstill on the high gear is apt to stall the motor in any but skilled hands, and at best is calculated to strain it, so that dropping to first speed is a necessary preliminary to starting. Thus time is saved by leaving the lever in the neutral position when stopping. If this precaution and that of stopping the motor were universally followed there would be no more tales of "runaway automobiles" to grace the columns of the dailies and add to the list of casualties.

This paper has also a good word to say for the horse, not, of course, as the equal of the automobile for transportation, but as a handy adjunct in case of difficulty. It does not scorn, in the event of a break-down, that "oft-repeated slogan of the small boy and the carping rural critic, 'Get a horse,'" but says the advice should be taken, to be applied, however, in a manner somewhat different from that intended by the one who gives it. Thus:

When endless "winding up" has failed to bring a response from the motor and the most painstaking investigation does not reveal any apparent cause, get a horse, not to be towed to the nearest garage, but to supply an incentive that will frequently result in restarting the motor. The speed or other qualifications of the steed are not material; if he can get the car under way and pull it a few rods, that will be all that is required of him. When he has traveled about fifty feet and has the car rolling so that it has acquired a little momentum, place the change-speed lever in the direct-drive position and gently nurse the clutch into engagement, being

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prepared at the same time to withdraw it again quickly in order not to annihilate the horse. If, as has been supposed, everything is really in order and nothing but some alleged cussedness on the part of the motor has been responsible, it will start almost without fail, and if the clutch is withdrawn when it should be there will be no evil results. The explanation is simple and may be traced to two or three different causes, all of which center in the carbureter. The position of the float on its spindle may have become disturbed, lowering the level of the fuel in the float-chamber to a point where it is impossible to raise gasoline out of the nozle with the small amount of suction necessarily obtainable by "winding"; or an obstruction may have lodged in the nozle which will not yield to hand treatment at the crank. By turning the motor over in the manner referred to, a powerful amount of suction is exerted on the spray nozle, raising the fuel in one case and dislodging the obstruction in the other. Even when the trouble can not subsequently be traced to this or a similar cause, starting with a tow-line will be found efficacious. If the car is on a down grade, towing is unnecessary.

PERSONAL.

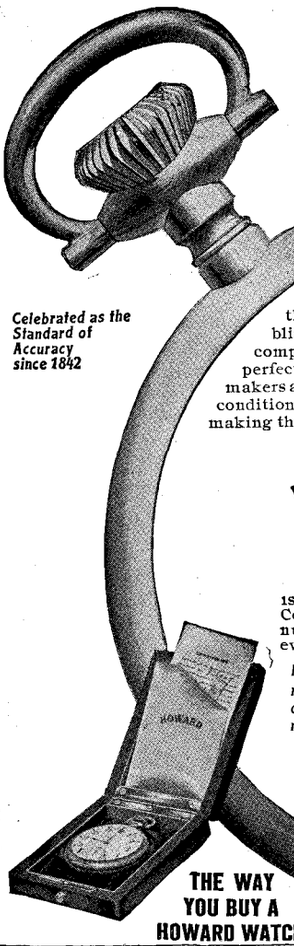
The President at the Wheel.—From time to time commentators on "the strenuous life" of our President have remarked that hitherto he has generally avoided the excitement and hazards of motoring. But now, to those who would enlist him with the enthusiasts of this sport, there comes a voice of hope from Porto Rico. *The Automobile* (New York) publishes this :

While on his recent trip to the tropics, President Roosevelt broke more than one precedent: he was the first President to leave his native soil during his term of office and he was likewise the first holder of the Presidential chair to handle the steering-wheel of an automobile. It happened while he was in Porto Rico. One of the government officials who had much to do with the plan of entertainment owned a White steamer, which was impressed into service to show the President the country round about Ponce, and it goes without saying that he saw more of it in a single afternoon in that way than he could have in a week otherwise. During the first part of the run it was evident that the President was more interested in the driver's handling of the machine than he was in the country, so that it was not a great surprise to those in the car when he remarked, "I believe I can run the machine," and promptly accepted the invitation to take the wheel that was tendered. Porto Rico has not yet reached the stage of civilization that brings speed regulations with it, but if there had been any they would have been badly shattered that afternoon, for the Chief Executive showed considerably more interest in "letting her out" than he did in the scenery.

For some reason or other, while the strenuous occupant of the White House has not been at all averse to committing himself on some irrelevancies, he apparently has carefully avoided any leaning toward the very thing that offers the best possible outlet for some of his vast store of surplus energy, but as the result of his experience on his recent trip abroad it is thought that it will not be long before he will be numbered among the ranks of the most ardent motorists the country can boast of.

The Saint of Second Avenue.—At No. 492 Second Avenue, in New York city, according to a writer in *Pearson's Magazine*, there lies a woman of eighty-five years, who for fifty years has not once risen from her bed, but who, through all her sickness and infirmity, has been "carrying on a life crusade against sin and misery that has made her name blessed and beloved in miles of crowded tenements about her." This is Mrs. Bella Cooke, "The Saint of Second Avenue." The writer thus describes the little home in which she rests, and the work in which has been her pleasure for these fifty years:

It was not like the cell of a recluse, but a bright,



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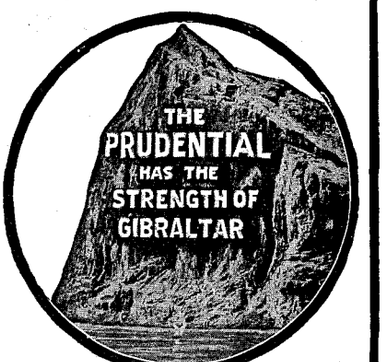

This article should be read from start to finish by every young man. The Prudential has published it in pamphlet form and will send a copy free to anyone who will write for it.

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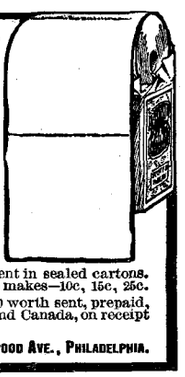

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cozy little place, with a flowered carpet on the floor, and green walls traced with cheerful patterns. Here were wax flowers under a glass case, there a picture of Raphael's Madonna; books, papers, sentimental odds and ends scattered about, and the window-sills crowded with blooming geraniums.

In spite of the dull rumble of trains and the vision of clothes-lines cluttered with fluttering garments in the shut-in courtyard, there was something ineffably sweet and clean and quieting in the room. Over the white bed were the words "The Father Knoweth," while the eye was haunted by the phrase "Kept by the Power of God."

Looking on that meek face, I could not help thinking of Nicholas Mae's thrilling picture in the great Amsterdam gallery—a venerable Dutchwoman with a crust of bread on a battered table, her hands folded, and her eyes raised thankfully to Heaven.

The wonderful, almost unbelievable thing about Mrs. Cooke is that, in an era given over largely to the love of money and pleasure, a time in which the churches have seen their congregations dwindling and charity become boastful, she has drawn to her bedside thousands of the poor, the sick, the abandoned, and the sin-stained, and has melted the hearts of the rich, so that she has been an almoner, teacher, and comforter to multitudes. Nor have the agonies of her afflicted body ever halted her ministry of love and mercy.

She has paid the rent of widows and orphans, clothed the naked, fed the hungry, sheltered betrayed girls and led them to noble, useful lives, showered toys and other brightnesses upon wretched children, and all through the squalid human congeries of the tenement districts spread messages of Christian hope and Christian neighborliness.

Millionaires and their wives and daughters have come to that quiet room to see how largely and how nobly life can be lived in spite of pain and poverty. Bishops and clergymen have sat there for inspiration. The King's Daughters have gathered about the bed to plan for the relief of the poor. The heads of great benevolent institutions have visited Mrs. Cooke to catch the impulse of her brave spirit. *The Christian Herald* has distributed food and clothing through her hands. And sometimes as many as three thousand poor persons have been fed or clothed or sheltered by her in a single year.

Fifty years in bed—a bed of almost constant pain! Think of such a life and the possibilities it suggests—for Mrs. Cooke began her missionary work penniless and alone.

This is not a sacred fable of the Middle Ages, but a true story of America to-day. You have but to go to 492 Second Avenue and swing back the shuttered door on the second floor of the rear house to see Mrs. Cooke. She is always there. She has not stirred from that room since two years before President Roosevelt was born. There is no lock to her door. It opens at the slightest touch.

MORE OR LESS PUNGENT.

Making Amends.—"How is it, Ella, that you laughed so much yesterday in public, altho, as you know, we are still in deep mourning?"

"Well, Mama, you must at least allow, I laughed till I cried!"—*Translated from the* Meggendorfer Blaetter *for* THE LITERARY DIGEST.

A Bad Mistake.—MAID—"Where has your treasure disappeared to? I never see him visiting you now?"

COOK—"Well, I fattened him up so that he became too heavy for the hussars, and had to join the dragoons in another city!"—*Translated from* Fliegende Blaetter *for* THE LITERARY DIGEST.

A Club Woman.—BARKEEPER—"Pat, your wife's waiting for you outside."

"Is she alone?"

BARKEEPER—"No, she has a club in her hand."—*Translated from* Meggendorfer Blaetter *for* THE LITERARY DIGEST.

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Simplified Spelling.—Speaking of phonetic spelling, we certainly need it, from this story:

Little Willie came home from school one afternoon, crying, and on being asked by his mother the cause, he told his mother that he had missed a word in spelling and had been whipped by his teacher.

On being asked what the word was and how he spelled it, Willie told her the word was pneumon a and that he had spelled it n-e-u-m-o-n-i-a.

The next day Willie came home crying even harder than the day before.

His mother, asking the cause, was informed that Willie had missed another word in spelling, and had been whipped again for his mistake.

He told his mother that the word he missed was neuralgia, and that he spelled it p-n-e-u-r-a-l-g-i-a. —*Judge.*

The Same Thing.—"Do you know that I am soon to be engaged to Mr. Huber?"

"Is that so? Has he spoken to your mother?"

"No, but my mother has spoken to him."—*Translated from the* Meggendorfer Blaetter *for* THE LITERARY DIGEST.

An Expert.—"Do you think he is a good pianist?"

"He is. His left hand does not know what his right hand doeth."—*Translated from the* Meggendorfer Blaetter *for* THE LITERARY DIGEST.

A Pound of Cure.—MADAME (to her newly arrived maid servant)—"What is that you are bringing in your hand?"

MAID—"Oh, that is nothing but a little crockery-cement."—*Translated from the* Meggendorfer Blaetter *for* THE LITERARY DIGEST.

Apropos of Tying the Knot.—"I am afraid, darling, you will very soon forget me."

"How can you think so—see, I have tied two knots in my pocket handkerchief."—*Translated from the* Meggendorfer Blaetter *for* THE LITERARY DIGEST.

Coming to the Point.—FUTURE FATHER-IN-LAW—"I am sorry to inform you that my daughter will not receive her fortune until after my death."

FUTURE SON-IN-LAW—"Well, and how old are you now?"—*Translated from* Simplicissimus *for* THE LITERARY DIGEST.

To-day.—"Why force your child to learn figures at so early an age?"

"That's all right. I want him to be able to tell the number when he is knocked down by an automobile."—*Translated from* Fliegende Blaetter *for* THE LITERARY DIGEST.

Before and After.—"But you know, madam, that in Turkey a bride never sees her husband before the wedding-day."

LADY (wife of an inveterate clubman)—"How odd! We never see our husbands after!"—*Translated from* Fliegende Blaetter *for* THE LITERARY DIGEST.

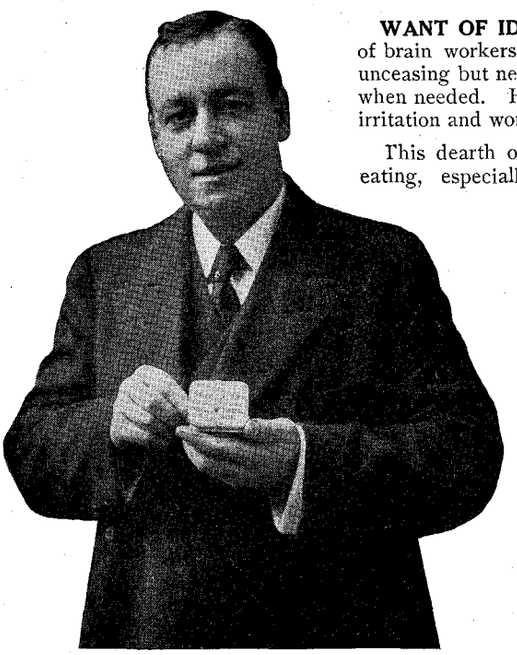
Happy Accident.—PASSENGER (about to leave the cars, sees his heavy satchel fall from the rack on a lady's head)—"That's very fortunate. I had just forgotten it was there."—*Translated from the* Fliegende Blaetter *for* THE LITERARY DIGEST.

A Bad Place to Live.—"Look, Adolf, how damp and foggy that cemetery is. It must be very unhealthy there."—*Translated from* Simplicissimus *for* THE LITERARY DIGEST.

Not Particular.—"Doctor, how can I ever repay you for your kindness to me?"

"Doesn't matter, old man. Check, money order, or cash."—*Milwaukee Sentinel.*

Increase the Brain Output



WANT OF IDEAS is the chronic complaint of brain workers. The cry for originality is unceasing but new plans come slowly, especially when needed. Here lies the cause of business irritation and worry.

This dearth of ideas is often due to overeating, especially at the noon lunch. It cuts a person's thinking capacity in half. It breaks in on his work when the mind is keenest, rushes him off to a stuffy, fussy eating place, and hurries him back with a brain blunt and bereft of ideas.

The mind is dull because blood, which should go to the thinking brain, is called to the stomach by the noon lunch.

Instead of blood-robbing the brain with heavy food, eat at noon a half dozen or dozen (more if desired) of

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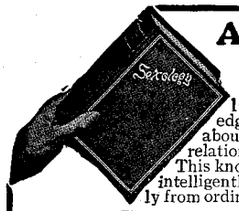

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A Case of Blind Faith.—Former President Patton of Princeton University recently delivered a sermon at Fifth Avenue Collegiate church on the subject of 'Faith.' He spoke of the blind faith of the client who puts himself at the mercy of a lawyer in preparing an action for trial, and of the confidence of the sick in entrusting themselves to the physician.

"A case of blind faith," said the clergyman: "The doctor writes out a prescription. Oftener than not you can not read it; you don't know what it is. He tells you to take it. 'Yours is not to reason why; yours but to do and die.'"

Whether or not Dr. Patton meant it, there was a distinct ripple throughout the congregation.—*Boston Herald.*

A Pet Name.—MISS MEADOWSWEET—"Excuse my ignorance; but ought I to call you Mr. Squills or Dr. Squills?"

THE DOCTOR (irascibly)—"Oh, call me anything you like. Some of my friends call me an old idiot."

MISS MEADOWSWEET—"Ah! but those are only people who know you intimately."—*Stray Stories.*

In an Editor's Office.—"How is this? You are giving forty marks for this joke. I did not think it was good enough for that."

EDITOR—"The joke is execrable; but you are the first man in eight days who has brought me a joke that does not refer to Captain Koepenick."—*Translated from* Jugend *for* THE LITERARY DIGEST.

Which Wins?—"When my son-in-law married my daughter, in addition to the dowry I loaned him a lot of money."

"Have you got anything back?"

"Yes. I got my daughter back."—*Translated from* Fliegende Blaetter *for* THE LITERARY DIGEST.

Unnatural Flavor.—LADY (to master of a hennery)—"And so you have an incubator—very nice, indeed, but I am afraid that artificial chickens can never taste as nice as the natural ones."—*Translated from* Fliegende Blaetter *for* THE LITERARY DIGEST.

Testing His Love.—THIEF (to his wife as they stand before a show-window)—"What! steal that hat for you? It's not so easy as you think."

WIFE (scornfully)—"And wouldn't you take three months' imprisonment for the sake of your wife?"—*Translated from the* Meggendorfer Blaetter *for* THE LITERARY DIGEST.

Another Thing.—"And so, I suppose, you are a beggar by vocation?"

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An Obliging Scientist.—HEAD WAITER—"John, why did you take that gentleman such a small portion?"

WAITER—"Oh, he's an old botanist, and looks at everything through a magnifying-glass."—*Translated from the* Meggendorfer Blaetter *for* THE LITERARY DIGEST.

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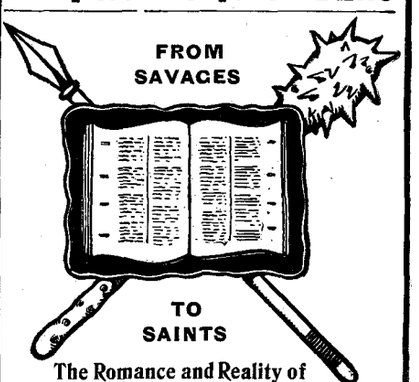

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CURRENT EVENTS.

Foreign.

December 28.—Sixteen persons are killed and thirty injured in a railway collision on the road between Edinburgh and Aberdeen.

General Litvinoff, Governor of Omsk, Asiatic Russia, is assassinated.

In the French Senate the principle of the new church bill is agreed to by a vote of 187 to 87.

December 29.—All the factories at Lodz are closed, 100,000 men being put out of employment.

December 30.—The Shah and the Crown Prince sign the Persian Constitution, the latter also signing a document promising not to dissolve the present Parliament within two years.

Baroness Burdett-Coutts, the philanthropist, dies at her home in London.

King Edward approves the appointment of James Bryce to be Ambassador to the United States.

December 31.—A hundred alleged leaders and members of an extensive army-and-navy plot are captured by the Russian police on information furnished by an informer.

Socialists murder six Nationalists in Lodz and attack a Nationalist funeral, killing one of the mourners.

January 1.—The Persian National Assembly ratifies the revised constitution.

The Methodist missionary jubilee celebrations, at Barielly, British India, end. A jubilee fund amounting to $288,000 is reported.

January 2.—The Russian preliminary budget for the first six months of 1907 shows an increase of nearly $19,000,000 in the regular expenditures compared with the expenses in the same period last year.

A plenary council of French bishops is called for January 15, to discuss the situation of the church and state.

Chancellor von Buelow, in an election manifesto, denounces clericalism and socialism as destructive of Germany's honor and prosperity.

January 3.—Major von der Launitz, Prefect of Police of St. Petersburg, is shot and killed by an unknown Terrorist at the consecration of the chapel in the Institute of Experimental Medicine in that city.

The French Government orders four submarine cruisers of a type superior to any in existence.

Domestic.

December 28.—Alexander T. Cassatt, president of the Pennsylvania Railroad, dies suddenly from heart disease, at his home in Philadelphia.

George W. Perkins and Charles S. Fairchild are indicted for forgery by the New York grand jury.

Colonel Mann, proprietor of *Town Topics*, is acquitted of the charge of perjury.

December 29.—Secretary Taft announces that while he is not seeking the Presidency and does not expect to be a candidate, he will not decline the nomination if it comes to him.

Secretary Shaw declares that the Treasury, in coming to the relief of the money-market, was not aiding stock-gamblers, but assisting legitimate business operations.

December 30.—Thirty-five persons are killed and about one hundred injured in a wreck on the Baltimore & Ohio at Terra Cotta, D. C., about three miles from Washington.

December 31.—Petitions signed by 700 wealthy Cubans, praying for an American protectorate, are sent to Washington.

Secretary Shaw issues a statement showing that the Government closes the year with a cash balance of $356,000,000.

January 1.—The Interstate Commerce Commission announces its intention to investigate the block signal systems of the Southern Railway and of the Baltimore & Ohio.

The Federal Pure Food Law and the Denatured Alcohol Law go into effect.

The Consolidated Steamship Lines Company, with an authorized capital of $60,000,000, is organized at Portland, Me. It will control the lines owned by Charles W. Morse.

January 2.—Thirty-four persons are killed in a collision on the Rock Island Railroad in Kansas.

The message of Governor Hughes to the New York Legislature recommends that the ballots in the disputed 1905 mayoralty election in New York city be recounted.

James McCrea is elected president of the Pennsylvania Railroad to succeed the late A. J. Cassatt.

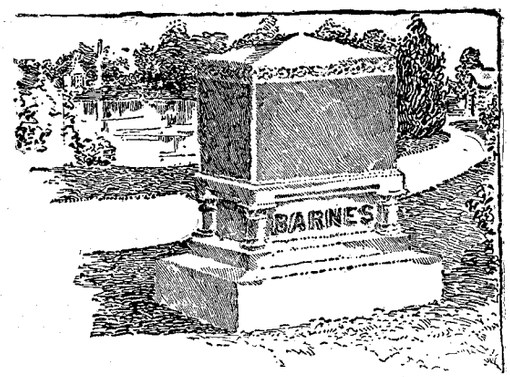
Charles M. Floyd is elected Governor of New Hampshire by the Legislature at Concord.

January 3.—Senator Culberson, of Texas, defends the dismissal of negro soldiers by President Roosevelt.

Another break occurs in the Colorado-River dike, and government officials think $2,000,000 will be needed for permanent repairs.

Congress reassembles after the holiday recess.

The Purpose of a Memorial



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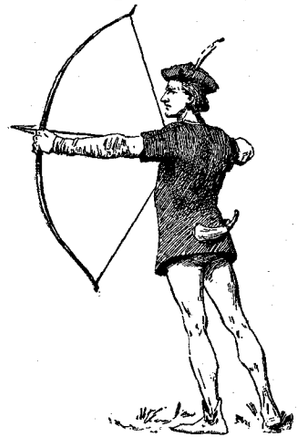

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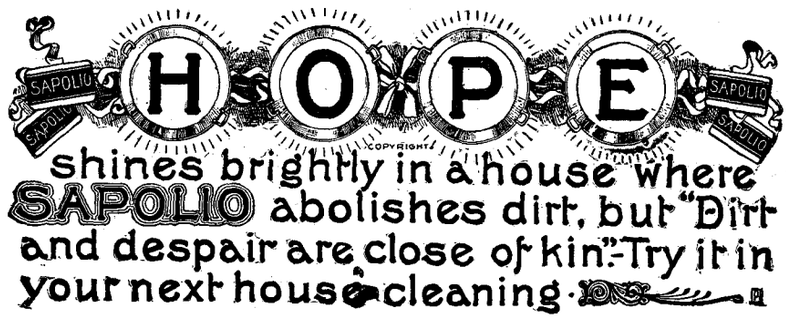
IN THE CELTIC PAST. Irish legends, mythology and folk-lore, by ANNA MACMANUS (Ethna Carberry). 12mo, cloth, 120 pages. 75c. Funk & Wagnalls Company, Pubs., New York.



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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

☞ *The Lexicographer does not answer anonymous communications.*

"M. V.," Minneapolis, Minn.—"(1) What is the meaning of *foyer?* How is it pronounced? (2) Also, *vaudeville?* (3) How is garage pronounced?"

(1) A foyer is a public room or meeting-place in a theater or opera-house, usually near the auditorium. It is pronounced fwa″ye′ (*a* as in arm and *e* as in eight). (2) A vaudeville is a theatrical entertainment consisting of (*a*) a slight dramatic sketch or pantomime interspersed with songs and dances, or (*b*) a series of farcical incidents, songs, dances, acrobatic feats, etc., having no dramatic connection. In the French sense it is a comedy of a more or less farcical order in which a number of songs, ballads have been inserted. The word, however, has other meanings, as, a song with refrain, and in fact it is a corruption of Val (or Vau) de Vire, the valley of the Vire, a river in Normandy, on the banks of which is a town of the same name where Olivier Basselin, a French poet, was born. He wrote a number of sprightly songs which were first known locally as *vau-de-Vire*. The word is pronounced vod′vil (*o* as in no and *i* as in pin). (3) In English, gar′ej (*a* as in arm and *e* as in eight), in French, ga″razh′ (both *a*'s as in arm).

"S.," Aberdeen, Wash.—"(1) May the words *delegable* and *non-delegable* be used? (2) What is the purpose of the initial *y* as used by poets in Queen Elizabeth's time?"

(1) The word "delegable," meaning "capable of being delegated," may be used, but is seldom found outside of law-books. This applies also to the negative term "non-delegable." (2) The *y* referred to was used in Middle English as a sign of the past participle. For example, the past participle of the verb *clepe*, meaning "to name," was written variously *cleped, clept, ycleped, yclept*, and meant "named" or "called by the name of."

"C. G. N.," New York City.—"Neither of us knows," etc., is correct.

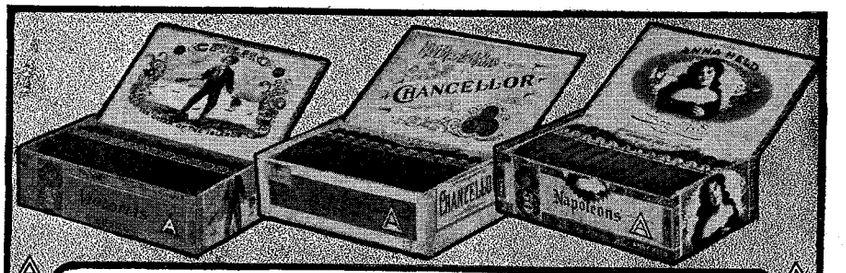
"B. E. T.," Postelle, Ark.—"What is the correct pronunciation of *Hiawatha?*"

Two pronunciations are recognized, hi″a-wa′tha and hee″a-wa′tha.

"R. A. J.," Siddonsville, Ala.—"In speaking of 'a pair of twins' how many persons is the term supposed to embrace?"

A pair is "two persons or things of a kind, especially when joined or related more or less intimately." A twin is "one of two young produced at a birth." The expression "a pair of twins" embraces only two persons, exactly as a pair of gloves consists of two gloves.

"L. M. Q.," Butler, Pa.—As the sentences you give differ from one another in meaning it is impossible for us to give an opinion without knowing what you intended to say. *Inexorable* means "that does not relent; unyielding." Justice is inexorable. One of the synonyms of inexorable is implacable; but the latter word means, also, unforgiving. Unalterable and immutable are both used for "that can not be changed." Therefore, "the fiat of death is inexorable" means something very different from "the fiat is immutable or unalterable."



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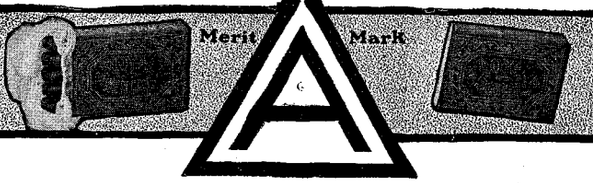

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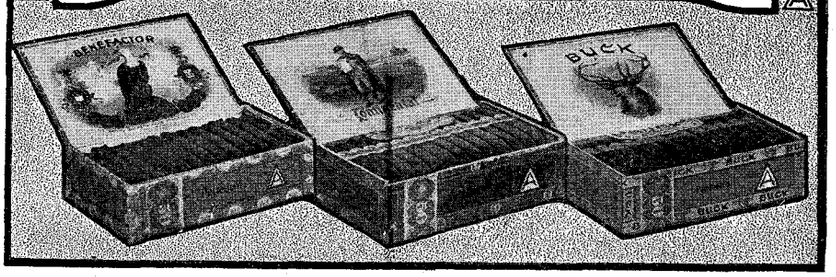

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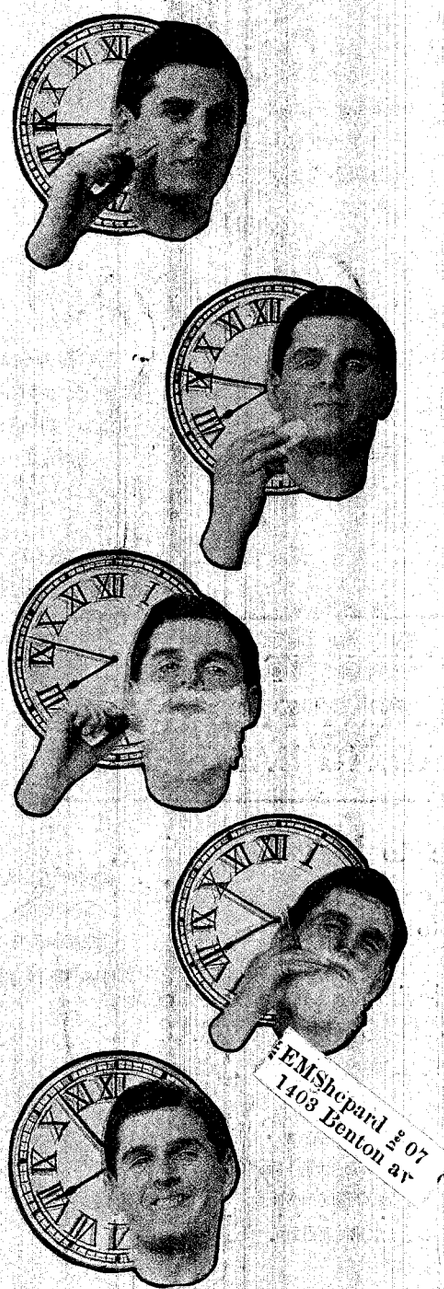

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